

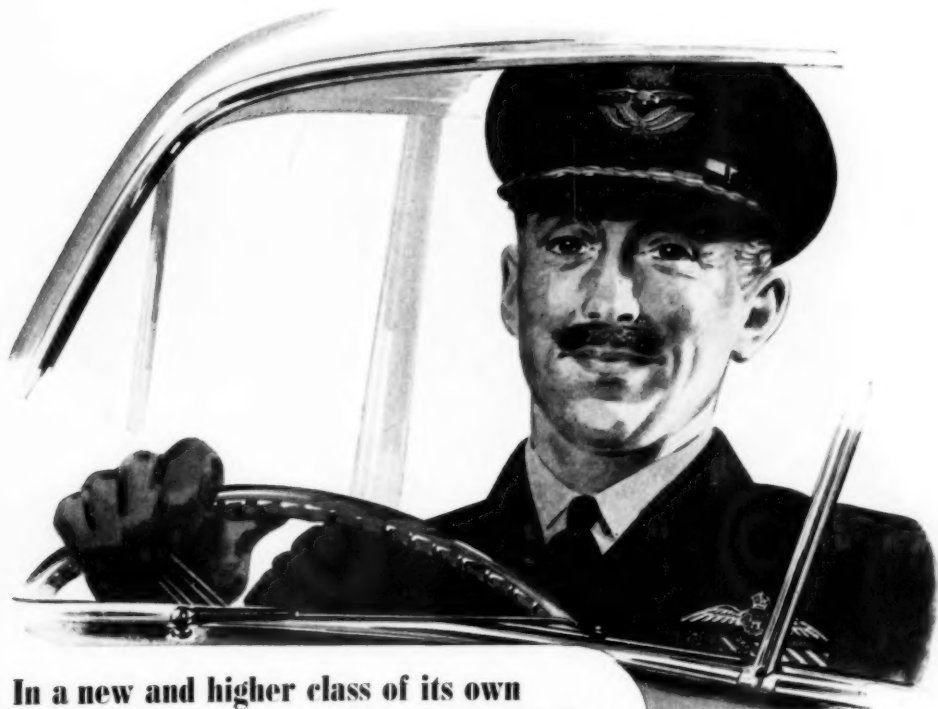
JULY 18, 1952

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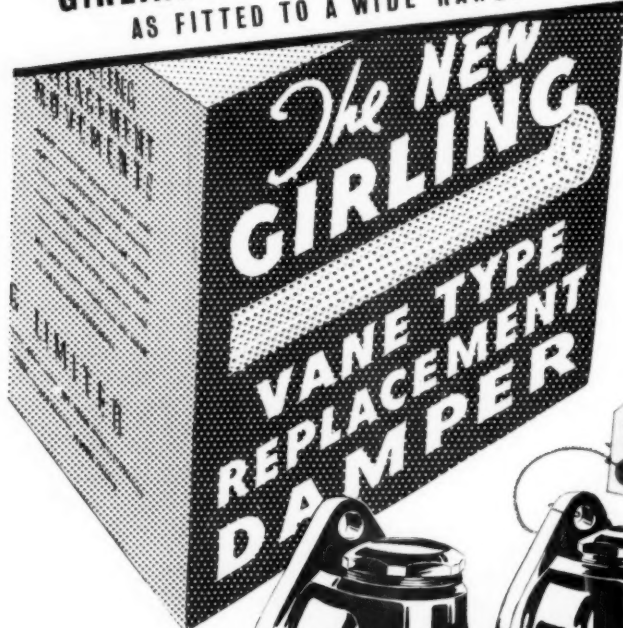


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**ROBUST  
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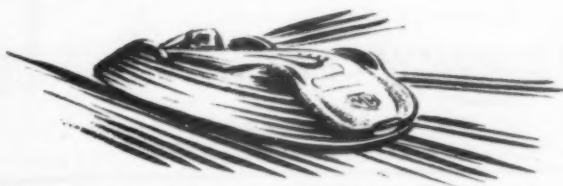
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# SHORROCK *Supercharging*

*for* POWER & PERFORMANCE  
*at all speeds*

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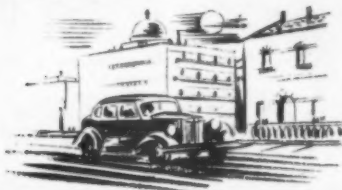
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These can be readily fitted without modifications to engine.

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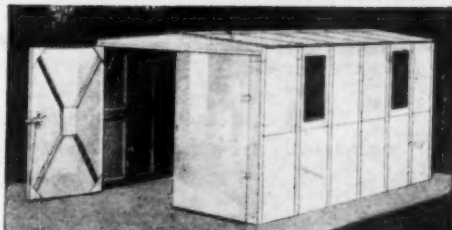
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**WASH and SHINE**  
*in one 10 minute operation!*



**1**  
**WET**  
**THE CAR**  
 with hose, bucket  
 sponge or cloth



**2**  
**WIPE**  
**WASH-SHINE**  
**ON** with a wet  
 sponge or cloth



**3**  
**RINSE**  
**IT OFF—**  
*That's all!*

**SELF DRYING—NO LEATHERING!**

Holt's WASH-SHINE leaves no streaks or spots. It's active foam cleans coachwork, chrome and glass. After rinsing, the whole car dries out to a clean sparkling finish. No abrasives, no solvents, no colour comes off on the cloth. WASH-SHINE is harmless to any finish. No leathering, self-drying. WASH-SHINE your car next time and reveal its true brilliance!



**1 Tin**  
 Wash-shines the  
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**10 Times**

**3/6**  
 PER TIN

**HOLT'S**  
*Once-Over*

**WASH-SHINE**

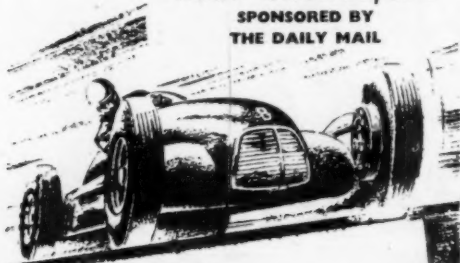
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(Organised by the West Essex Car Club)

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FOR BRITISH CHAMPIONSHIPS  
(Organised by the Auto-Cycle Union)

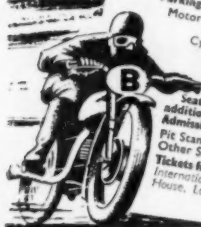
General Admission: Adult 4/-  
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## **TERRY'S** aero quality valve springs prevent power leakage



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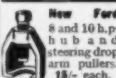
This sign at garages and service stations means more m.p.g.

Carburol is a product of United Lubricants Ltd., makers of Dextrol super-quality motor, tractor and industrial oils.

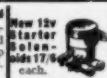


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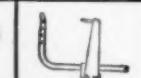
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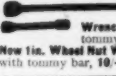
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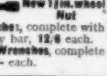
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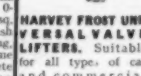
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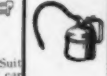
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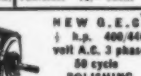
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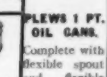
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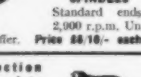
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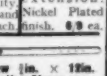
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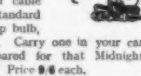
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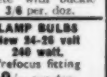
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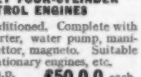
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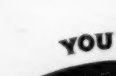
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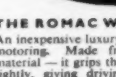
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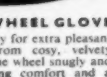
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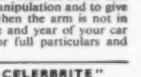
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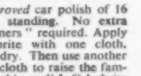
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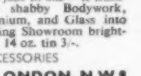
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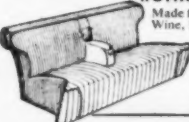
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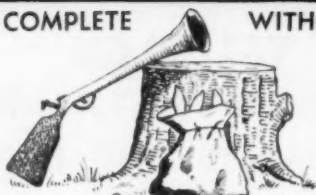


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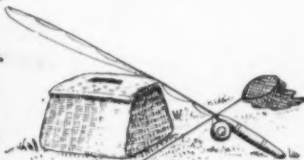
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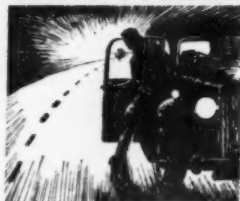
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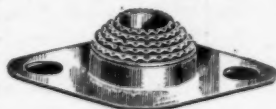
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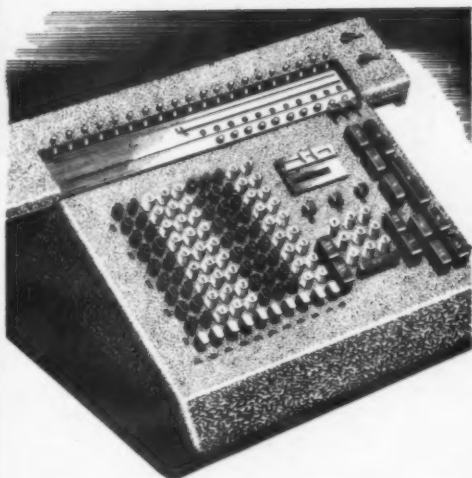
"I have now thoroughly tested the rectifier on my 40 h.p. Cord and am getting 14 m.p.g. as against a previous 10 m.p.g. and this with a supercharger!"—Mr. L. G. M., Castletown, Isle of Man

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In This Issue

Performing Midgits ..	872
Disconnected Jottings ..	876
News and Views ..	877
Alpine Trial ..	879
Winning Coachwork De- signs ..	882
Racing in Jersey ..	884
Two Fast 2-litres ..	886
Tomorrow at Silverstone ..	890
Dole Country ..	891
Correspondence ..	893
Readers' Service ..	896
Weekend Sport ..	897
The Sport ..	898
Future Sporting Events ..	898
Club News ..	899
In Brief ..	900

H 1

# The Autocar

FOUNDED 1895

No. 2955

FRIDAY, JULY 18, 1952

Vol. XGVII

## Relaxation

**B**Y far the most important aspect of the removal of the Covenant from certain cars is that this is a reversion to normal trading practice, and not an excursion into the abnormal; too often a long period of restriction leads to topsy-turvydom in ideas. It is to be hoped, therefore, that the Minister of Supply will be spared suggestions from would-be planners who will see in this an opportunity for further diversion, allocation and general disorganization of the raw materials of industry, notably steel. If supply now equals demand with certain models—as is implicit in the Covenant removal—then that is a very healthy state of affairs indeed, enabling the pull of the market to be exercised on design to the benefit of all concerned. It should not be forgotten that the motor industry was alone in instituting controls on its products in the interests of fair shares, and it should certainly not be penalized because the time has come for a part-return to control-free marketing. Rather, should gratitude be expressed, particularly to the British Motor Trade Association for discharging the thankless task of Covenant administration as efficiently as it has done. In spite of allegations, abuse has been confined to a very small percentage of transactions.

All kinds of speculations are prompted by the removal from Covenant of a number of models, but they remain speculations and a month or two will have to pass before the real effects on the market can be gauged. It is reasonable to suppose that a fillip will be given to sales of the cars concerned, if only because some prospective buyers have been intimidated by the two-year restriction implicit in purchase up to this moment. Not many additional sales are likely as a result of this, although Covenant-free cars are bound to attract buyers away from those that remain restricted. In view of this, there is little doubt that one or two other models, at present restricted, will shortly join the ranks of those that are free. The more the merrier, and we trust that the release from Covenant will be progressive, so that normal trading practice applies to all cars within the shortest possible time.

## Reduction

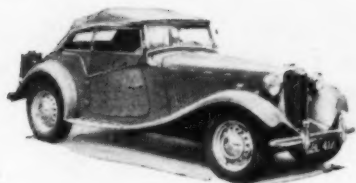
**N**OT unconnected with the change in the economic climate—world-wide in this instance—are recent price reductions, more of which are likely in future weeks. Reductions on Ford models, however, have a significance which is not easily appreciated when the retention of the Covenant on all models from Dagenham is remembered. Moreover, the Ford company has just had to endure the losses involved in an unofficial stoppage stemming from the strike at the Briggs company, on whom Ford rely for their bodies.

There are several reasons for the move. Primarily it is an astute one calculated to stimulate demand overseas in expectation of further steel supplies that are likely towards the end of this year. The fact that Ford cars from Britain now compete in price with the cheapest from elsewhere may influence foreign Governments to open their doors a little wider to cars from Britain. And now that home quotas are based on percentages of output, overseas sales must be stimulated to the utmost in order to enable the highest releases to be made at home.

Secondly, the industrialists of Britain are well aware that the upward trend of wages and costs is pricing this country out of world markets, and that if this happens it can mean only economic disaster to a country dependent on overseas trade. Price reductions might well, therefore, deter the inflationary wage demands that are being made at the moment, and the managing director of the Ford company hinted at this in saying that he thought that this was the moment to "tip the balance" in order to secure a reduction of prices and costs throughout industry. It is to be hoped that other companies will follow suit. Lea-Francis have already done so.

Thirdly, the reputation of the Dagenham company has been built on value for money, and it is therefore expected to take the lead in price reductions. For doing so it must be applauded, and will, in the end, no doubt be amply rewarded.

H



The car used for these tests was a production TD M.G. Midget.

## PERFORMING

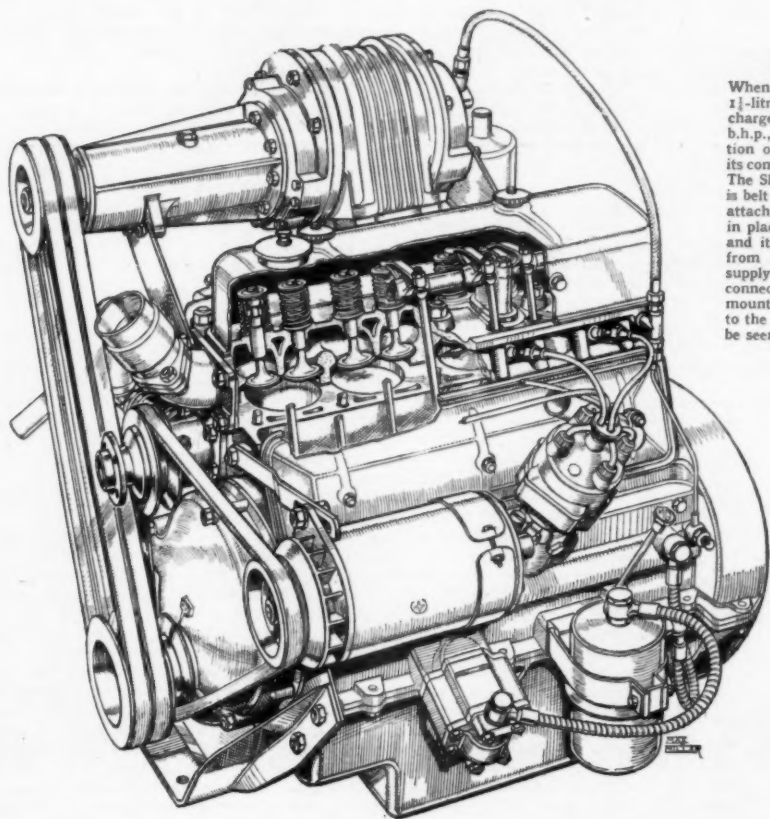
### Stage by Stage Tuning on the

THE M.G. Midget is a car that has had a very long and successful life, and in one or other of its many forms it has been owned, loved and longed for by a large number of people interested in motoring. In the various forms in which it has appeared since its introduction its character and general conception have remained unchanged. However, many detail changes have been made through the years in the interests of performance, comfort and economy. During this process the car has, to a certain extent, grown up. For example, the power unit has a capacity of 1,250 c.c. compared with 847 c.c. at the beginning, in 1929. The present model, known as the TD, also has independent front suspension and two leading shoe brakes, to name only two chassis features. Although the body is now larger it still

retains the family likeness of its ancestors, and the car not easily mistaken for any other *marque*.

In view of its popularity, and the type of owner for which it is designed, there is no doubt that where several M.G. owners are gathered together the subject of the performance of their respective cars will be freely discussed.

The question of tuning for increased performance is one on which much has been said, and is something that can lead to either success or disappointment. In either case it is likely to be costly in both time and money. With this in mind the M.G. company have very wisely carried out a considerable amount of development work to guide the owner in his quest for improved performance. Brief details of a number of different tuning stages have been listed in



When tuned to Stage 5 the 1.1-litre engine in supercharged form develops 97 b.h.p., yet with the exception of valves and springs its components are standard. The Shorrock supercharger is belt driven from a pulley attached to the crankshaft in place of the starter dog, and it is supplied with oil from the main engine supply. External piping connects the oil filter mounted below the dipstick to the oil pump, which can be seen below the dynamo.

# MIDGETS

TD M.G.

By John Rabson

a booklet issued by the manufacturers, called *Tuning for M.G. Midget Engines*.

Now, it must be pointed out that although the manufacturers are in a position to say what should be done, and also to supply the special components required for some of the stages, *they are not able to supply new cars in a tuned form or to tune owners' cars*, as this would, of course, interfere with normal production. However, if it is known what to do and what not to do there is a good chance of success. More important even than this, perhaps, is a clear idea of what the ultimate result is likely to be when the tuning is finished. Consequently, *The Autocar* has, over a period of several months, exhaustively road tested a TD M.G. in its various tuning stages from standard production to Stage 5.

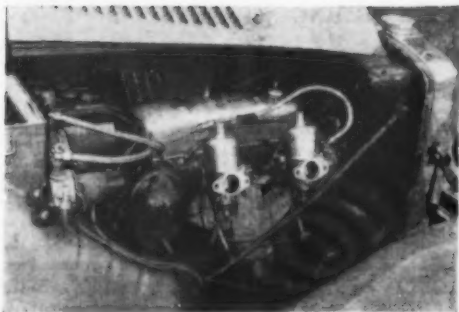
Before any tuning is attempted it must be decided for what purpose the car is required; also—and this will to a certain extent be inter-related with the first consideration—what type of fuel is available to run it on. The fuel question is of vital importance, and until this has been decided very little tuning of any kind can be done. Each type and blend of fuel has what is known as a highest useful compression ratio; therefore, unless the octane rating of the fuel will permit, there is no point in increasing the compression ratio, which is one of the best-known methods of increasing performance. Another method of increasing engine output is by supercharging, which may also in some cases be accompanied by an increase in compression ratio. Apart from the fundamental changes of the type mentioned, there are two other ways of improving engine performance. One is to reduce the friction between the moving parts, and the other is to improve the volumetric efficiency or breathing. These two items are not brought about by any form of magic, but by hard work and skilful use of tools, much patience, a basic knowledge of what can be done and cannot be done, and still more hard work.

## Making the Most of the Power

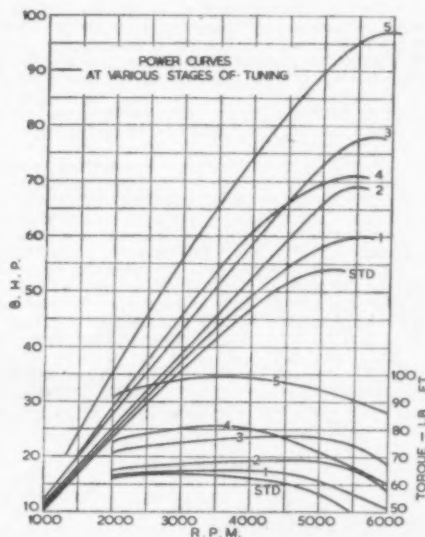
A stage-by-stage treatment of the engine will be given later, but before this is done there are other aspects of the tuning that must be considered. Briefly, the performance of a car depends on the power required relative to the power that is available. Now, assuming that the total weight is not affected much during the tuning, and also that the body shape remains unchanged, the curve showing the power required to drive the car will remain the same.

To determine the required overall gear ratio it is necessary to have a knowledge of both the power required and the power available if the best overall performance is to be obtained. If the gear ratio has been determined for a car powered by an engine that develops, say, 54 b.h.p., as in the standard TD M.G., it is obvious that if the power output is increased to any marked degree some modification to the overall gear ratio will be required. If this is not done the engine will have exceeded its maximum safe working speed in r.p.m. before the maximum speed is reached corresponding to the power available. This means that for a given car, if the b.h.p. is increased the m.p.h. per 1,000 r.p.m. of the engine on top gear must also be increased, and to do this the gear ratio must be lowered [Thus providing a higher gear.—Ed.] or a similar effect produced, for example, by fitting larger diameter tyres to the rear wheels.

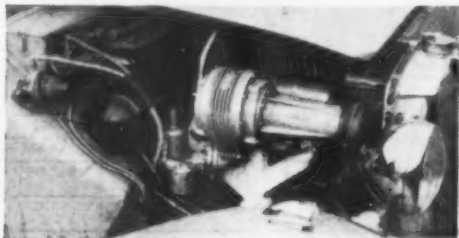
Modifications made to the axle ratio on the M.G. are listed in Table I, and a graph shows the effect on the performance



To prevent fuel starvation, scuttle mounted twin fuel pumps were used on Stages 1 to 4. Both fuel pumps supply both the carburetors. For Stage 5 a special fuel pump is attached close to the fuel tank, and extra large diameter pipes are used to convey the fuel to the float chamber.



The five tuning stages enable a very wide range of power output figures to be obtained. It will be noticed that the power output for Stage 2 (9.3 to 1 compression ratio unblown) is almost the same as the power obtained in Stage 4 with a supercharger and low compression ratio engine.



At Stage 4 of the tuning a Shorrock supercharger is fitted to the engine running on standard compression ratio. Twin fuel pumps feed the single S.U. carburettor mounted low down at the back of the supercharger.

## PERFORMING MIDGETS . . . continued

## DATA

**PRICE** (basic), with 2-seater body, £530

British purchase tax, £295 18s 11d.

Total (in Great Britain), £825 18s 11d.

**ENGINE:** Capacity: 1,250 c.c. (76.28 cu-in).

Number of cylinders: 4.

Bore and stroke: 66.5 x 90 mm (2.62 x 3.54 in).

Valve gear: O.h.v.

**WEIGHT** (with 5 gals fuel), 18½ cwt (2,030 lb).

Weight distribution (per cent) 49.3 F; 50.7 R.

Laden as tested: 22 cwt (2,444 lb).

Lb per c.c. (laden): 1.96

**BRAKES:** Type: F, 2 leading shoe. R, Leading and

trailing.

Method of operation: F Hydraulic. R Hydraulic.

Drum dimensions: F 9in diameter, 1½in wide. R 9in

diameter, 1½in wide.

Lining area: F 49.74 sq in. R 49.74 sq in (91.2 sq in

per ton laden).

\***TYRES:** 5.50—15in.

Pressures (lb per sq in): 18 F; 18 R (normal).

\* 6.00—15in tyres used for Stage 5.

**TANK CAPACITY:** 12.5 Imperial gallons.

Oil sump, 9 pints.

Cooling system, 12 pints.

**TURNING CIRCLE:** 31ft 3in (L and R)

Steering wheel turns (lock to lock): 2½.

**DIMENSIONS:** Wheelbase 7ft 10in.

Track: 3ft 1½in (F); 4ft 2in (R).

Length (overall): 12ft 1in.

Height: 4ft 5in.

Width 4ft 10in.

Ground clearance: 6in.

Frontal area: 16.6 sq ft (approx, with hood up.

13.5 sq ft, with aero screen).

**ELECTRICAL SYSTEM:** 12-volt. 31 ampere-hour

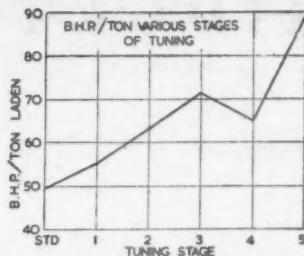
battery.

Head lights: Single dip, 36-36 watt.

**SUSPENSION:** Front, independent. wishbones and

coil springs.

Rear, half-elliptic.



The b.h.p. per ton figure of the TD Midget varied with the tuning stages as shown in this graph.

in the indirect ratios produced by these changes. The effect of weight is important in tuning, but it should be remembered that it is the total drag that affects the maximum speed, and the weight that affects acceleration. However, if the weight is not kept to a minimum the resultant loss of potential acceleration may mean that the car must slow down for a corner or because of other traffic, before its maximum speed is ever reached; also, the lighter the car the less work there is for the brakes.

The car used for these tests was first submitted in standard trim. It was put through its paces, and, in fact, given the normal Road Test routine, including several hundred miles of normal road running to enable the driver to get to know the car as regards both performance and feel. In standard trim the Midget is a very satisfactory car. On looking back, after having driven it when its maximum speed was around the 100 mark, it would perhaps be thought slow by those interested only in sheer performance. Yet the ultimate maximum speed is not the only consideration, and in standard form the car recorded a mean maximum speed of 72.5 m.p.h., and this from an engine of only 1½-litre capacity. On Pool fuel the engine is very smooth and flexible, so that the car is quite suitable for use when frequent stops and slowing down are demanded, as well as for fast open-road cruising.

## Stage One

Perhaps the most noticeable increase in performance, yet one that keeps the car still very much an everyday vehicle as opposed to one that is used for special purposes, is the initial tuning modifications from standard to Stage 1. This is a simple tune-up and consists of raising the compression ratio to 8.6 by 1 (by means of machining ⅜in off the cylinder head face), polishing out the ports, fitting larger valves and

consequently stronger valve springs, and replacing the 1.25in diameter twin S.U. carburettors with 1.5in diameter components, fed by the twin fuel pumps. Modifications to the chassis consisted of lowering the axle ratio from 5.125 to 4.875 to 1 and fitting an extra set of dampers. Also, purely for the personal comfort of the driver, who was not in favour of driving with the windscreen flat with air temperatures around freezing point, a glass plate type of de-froster unit was fitted to the windscreen.

The first impression on driving the car in Stage 1 form was the very considerable increase in liveliness that it has, and under test conditions this impression was confirmed. The maximum speed was increased by 5 m.p.h. and there was also a marked improvement in the acceleration figures through the gears. Acceleration times in one gear from constant speeds, however, were, generally speaking, longer. Now this fact is interesting as it shows one of the fundamental things about tuning that is sometimes overlooked; that is, as the top end performance is increased, the bottom end power and consequently some of the flexibility also are often lost. For example, if the valve throat diameter is increased to improve the breathing at the top end the gas speed at low engine speeds will be reduced. This means that the pulling power and flexibility at low speeds on top gear will perhaps not be very good, and in consequence more use of the indirect gears must be made. In turn this may result in an increased fuel consumption. This trend can be seen throughout the whole of the tests, and confirms a phrase in the tuning book, "Power costs Money."

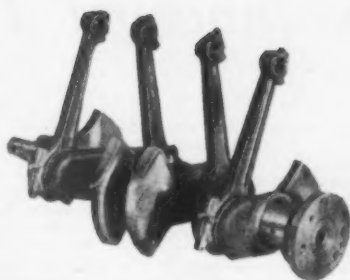
Now although there is a very definite gain in performance this is not obtained without some loss in smoothness. However, it must be remembered that at this stage the car is still running on Pool fuel. During the tests some pinking was noticed, but this can be reduced to a minimum by using the indirect gears and not letting the engine slog away at low

TABLE 1: BRIEF TUNING DATA FOR VARIOUS STAGES

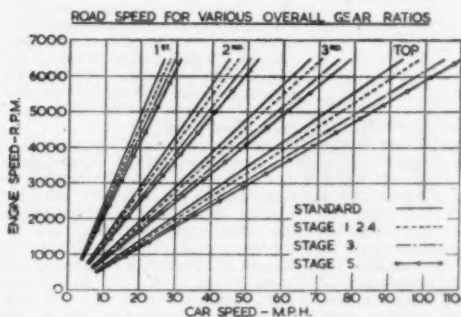
	Comp Ratio	Carburettors	Carburettor Needles	Plugs	Valves	Valve Springs (fitted load lb)	B.H.P. at specified r.p.m.	Axle Ratio	M.P.H. per 1,000 r.p.m.	Super-charge pressure	Fuel
Standard	7.25 to 1	Two x 1.1/4"	ES. x 0.090"	L.10.5	Std.	120	54 at 5200	5.125 to 1	14.42	—	Pool
Stage 1	8.6 to 1	Two x 1.1/2"	LS1. x 0.090"	L.10.5	Large	150	60 at 5600	4.875 to 1	15.195	—	Pool
Stage 2	9.3 to 1	Two x 1.1/2"	RLS. x 0.090"	L.10.5	Large	150	69 at 5500	4.875 to 1	15.195	—	50 per cent alcohol
Stage 3	12.0 to 1	Two x 1.1/2"	VE. x 0.125"	R.49	Large	150	78 at 5750	4.55 to 1	16.259	—	80 per cent alcohol
Stage 4	7.25 to 1	One x 1.1/2"	RA. x 0.100"	L.10.5	Std.	120	71 at 5500	4.875 to 1	15.195	6 lb sq in	80 octane lead free
Stage 5	9.3 to 1	One x 1.3/4"	RM7 x 0.1875"	R.49	Large	150	97 at 6000	4.55 to 1	17.00	6 lb sq in	85 per cent alcohol

speed on top gear. The car is quite happy in city traffic generally, yet it should be recorded that on one occasion only, in very dense slow-moving traffic, it did show signs of getting hot. On all other occasions, including fast main road and hilly journeys, as well as during the actual performance testing, no trouble of this kind was experienced. With the extra set of spring dampers fitted the car has a much firmer ride at high speeds at the cost of some increased vibration over rough surfaces at low speed.

For Stage 2 the compression ratio is further increased to 9.3 to 1 by machining a total of 0.125 in off the cylinder head, which is the absolute maximum that can safely be removed. As in Stage 1, large valves are used, and the twin 1½ in bore S.U. carburetors were tuned to suit the 50 per cent alcohol fuel. At this stage the engine develops 69 b.h.p. at 5,500 r.p.m. as compared with 54 b.h.p. at 5,200 r.p.m. when in standard form, or 60 b.h.p. at 5,600 r.p.m. with the Stage 1 tuning. Compared with Stage 1, perhaps the most noticeable thing about the behaviour is the very considerable increase in smoothness, yet the gain in maximum speed is not nearly as marked for the 9 b.h.p. increase as it is between the standard engine and Stage 1 for an increase of only 6 b.h.p. This is, of course, brought about by the shape of the



Even though the power output was almost doubled at Stage 5 compared with the untuned production engine, standard crankshaft and connecting rods were used. Note the clamping bolts in the split little-end eyes.



This graph shows the road speed corresponding to the engine speed for the various gear ratios used during the tests.

power required curve, and shows the effect of wind resistance as the speed is increased. The acceleration figures from a standing start through the gears show an overall improvement; accelerations on one gear from constant speeds are slightly worse. The fuel consumption is considerably increased, but this is not surprising, because of its high alcohol content. It is possible to run in this stage of tune on 80 octane fuel. This would enable the car to be used for normal running in countries where this type of fuel is available. Both Stages 3 and 5 of the tuning are intended for competition use only, and will therefore be dealt with together later.

#### Adding a Blower

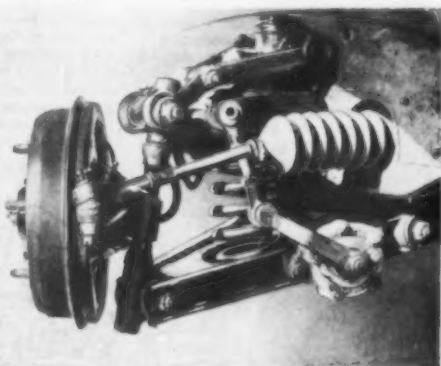
Next, then, we come to Stage 4, which consists of supercharging the engine in standard form, but using the 4.875 to 1 axle ratio (as fitted in Stages 1 and 2). In this form the engine is blown at 6 lb per sq in by means of a Shorrock supercharger, which is belt driven from the engine crankshaft, and for this stage it is fed by a single 1.5 in S.U. carburettor. For test purposes 80 octane lead-free aviation fuel was used, although it is possible to run on 70 octane fuel, at the expense of a slight reduction in output. In the past there has been perhaps a feeling that when a car is supercharged it at once becomes messy, unreliable, and likely to blow up at the slightest provocation. This may have been true in the past, when some of the problems connected with supercharging were not fully understood, but it certainly does not apply to the Stage 4 M.G.

The general improvement in filling and distribution brought about by the blower results in an overall improve-

ment in performance as regards both maximum speed and acceleration compared with Stage 2. On the other hand, the fact that it does not have such a good bottom end as the standard engine is reflected by the acceleration figures from a constant 10 and 20 m.p.h. on top gear. It must be remembered that the change in axle ratio will affect the result slightly. However, compared with the general improvement in performance this effect is of little moment, as a driver could overcome it by use of the gears, yet it does show what is perhaps the major difficulty in tuning; that is, to obtain an overall increase in power output without losing the bottom end or engine flexibility. In this supercharged form the car is quite suitable for normal road use, but the fuel consumption is, of course, increased as compared with the unblown engine; also, as the oil supply for the supercharger is taken from the engine, the sump must be replenished more frequently than when the engine is unblown. The supercharger is quiet in operation. In fact, it is not until the engine is really starting to rev that the familiar whine is heard at all. No difficulty in starting from cold was experienced.

The stages dealt with so far cover tuning suitable for a car that is used to some extent as a normal road vehicle. In the next issue the two remaining stages will be considered that are intended purely for competition work and not suitable for normal use. General impressions and results will also be discussed.

*To be concluded*



For all stages of tuning (from Stage 1) an extra set of dampers was fitted. This view shows the Andrex unit fitted to the front suspension. The gaiter for the rack and pinion steering can be clearly seen.

# Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

## Signals

THERE are signs that others are coming to the conclusion that hand-wagging and indicator flapping can be carried beyond the bound of reason, though I think the resolution of the Dover Rural Road Safety Committee at the quarterly meeting of the Kent and Sussex Accident Prevention Federation is a little too sweeping: "That all signals by drivers, with the exception of the 'I am about to turn right' signal, should be eliminated from the Highway Code."

None the less, there is good sound sense in this. I was recently run into from behind by a car which had been stationary behind mine for at least ten seconds. The culprit was a woman in an ancient Austin Seven who had run into the back of *him*, severely damaging his back panel and everything appending thereto, and shoving him into me. During the ensuing period of mild remonstrance, only just concealing violent rage, she bleated, "You did not give a signal." I pointed out with some asperity that the driver of a car stationary behind me for a period could hardly be expected to invent a signal meaning "I am stopped" for the benefit of those who lacked enough judgment to pull up in the space available. But that is the trouble with signals; they are a means of passing the buck for errors.

## Interference

IN the department of sardonic laughter can be enshrined a plaint from the chairman of one of the big oil companies in his annual statement; the aforesaid sardonic laughter can be directed at the politicians by long-suffering motorists.

In industrial circles it has long been known that price of the product was used by oil companies to maintain a balance between the varieties of output from the barrel of crude. In its simplest form, the barrel produces fuel oil and petrol, and nothing will alter the fact or the proportions beyond a

certain point. If you want x fuel oil, then, you must be prepared to take y petrol, and if the public was not taking y petrol the companies used to reduce the price until they did; the same applied in reverse.

Since those happy and efficient days, however, the Government has taxed oils to such an extent that the taxation rate governs the market, and you and I know just what taxation has recently meant to the price of the petrol gallon. But at the same time the Government is asking for more fuel oil, and the chairman therefore protests that the politicians cannot have it both ways.

Sit tight, friends; in the end we shall win. If they want the oil they must let us have the petrol, and that means reducing the price.

## With Feeling

STILL refraining from stressing my new engine, I was driving homewards the other night with a passenger who was interested in the subject of respect for machinery. "I can imagine," she remarked, "that the over-stressing of an engine causes something akin to physical pain in someone who has a feeling for machinery." Now as everyone with that feeling knows, her surmise is correct, but what I should like to know is where does this sense of the fitness of things come from? Very few motorists who have it have, by their nature, ever over-revved an engine to the point of disintegration, and they are therefore unaware of the consequences that follow this particular inhumane treatment of inanimate objects. Yet they instinctively refrain from breaking up an engine by overdoing it.

Many things can be traced back to primitive instincts, but I doubt if this one can, and a new instinct can hardly have had time to develop in the brief fifty years of automobile history. Fear, of course, enters into it, because one is afraid of destroying a treasured possession; but there are examples where such a fear need not enter into it, as,

for instance, when the risk is worth taking in order to win an event. Your diffident driver will still refrain. However, along that line one could speculate indefinitely.

The paradox of the situation is that the feeling for machinery is often strong in people who have no mechanical background and only a latent ability where machines are concerned, their normal ability being directed into other channels, frequently artistic. Is there a psychologist in the house?

## Free Masonry

THIS is a story of starvation—on a Standard Vanguard; starvation that went on for a year, resulting in one breakdown after another. "I've spent most of the past twelve months," said the service manager, "towing that wretched car in from all over London. The owner never gets farther than ten miles from here."

Literally everything concerned with fuel supply was checked. Filters, pump and carburettor were dismantled, the tank drained and cleaned out. The pipeline from the tank was blown out with compressed air, but still the starvation persisted. With commendable diligence, the service people went through all the items again and decided, when the car broke down once more, that the trouble must be located in the pipeline, as this was the only item that could not be seen to be working properly. Accordingly, they passed over the compressor in favour of the inner cable of a speedometer, which was pushed down the pipeline.

The result was instructive, for out of the pipe came about a teaspoonful of small stones such as are used for surface dressing on the roads, and the manager's theory was that, although the stones remained apart while the air was being blown through, thus allowing it free passage, they were washed up into a heap by the fuel, thereby obstructing the pipeline. He suggests that children must have inserted the stones, and has fitted the Vanguard with a lockable filler cap. The owner is gratified.



Reducing the price.



Physical pain.



Inserted the stones.

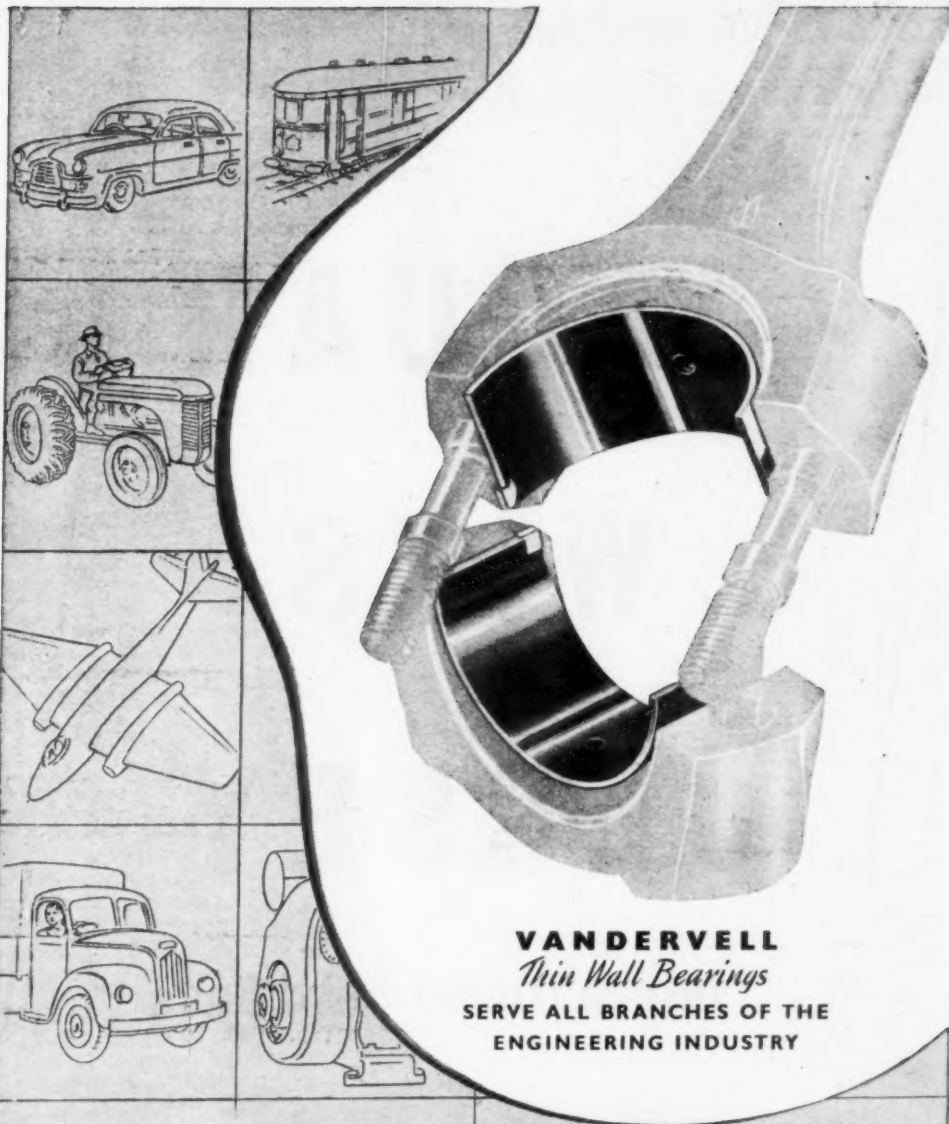
*Following its great success  
in the Rheims Grand Prix . . .*

# JAGUAR WINS JERSEY

**International Road Race**

*Congratulations to Mr. Ian Stewart who  
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fastest lap of the day at 90.28 m.p.h.*

(Subject to official confirmation)



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# NEWS and VIEWS

## Car Radio Licences

THE fact that a licence is required specifically for a car radio is largely unappreciated by motorists, as is shown by the fact that the number has gone up by 30,000 since the Government issued a reminder some months ago.

## Olympic Cars

A FLEET of seven cars has been loaned by the Austin company for the use of the British team management and athletes at the forthcoming Olympic games, at Helsinki. In the past, British teams have been severely hampered by transport difficulties.

## March Registrations

NEW cars registered in March totalled 13,075, an average figure for the first three months of this year. Among these were 830 registered for the first time as new cars but not new in the strict sense of the word. An interesting vehicle registered for the first time in the 700 c.c. category is a gas turbine.

## Lea-Francis Prices

FOLLOWING the lead of the Ford company of Dagenham, and as briefly announced in *The Autocar* of July 11, Lea-Francis Cars, Ltd., of Coventry, have announced a reduction in prices for the home market. The new prices, with the previous totals for comparison, are as follows:—

	O'd Total £ s d	New List Price £ s d	New Total £ s d
Fourteen chassis	1,074 1 6	760 0	971 17 5
Fourteen-seventy chassis	—	770 0	984 12 9
Eighteen chassis	1,150 15 0	820 0	1,048 10 7
20-litre chassis	1,099 12 9	820 0	1,048 10 7
Fourteen saloon	1,950 7 9	1,130 0	1,759 5 6
Estate car	1,885 14 5	1,070 0	1,665 18 11
Fourteen-seventy saloon	—	1,350 0	2,070 7 10
Eighteen saloon	2,365 18 11	1,590 0	2,148 5 4
20-litre sports	1,952 3 4	1,240 0	1,950 7 9

This six-light all-weather limousine was built on an Austin Sheerline chassis for H.M. Queen Juliana of the Netherlands by Pennock and Zonen, of The Hague. The original design is superbly executed, and interior detail fittings are really comprehensive.



"Check your speedometer" is the invitation on this van which the Dutch Touring Club operates for that purpose. It has an outsize speedometer mounted at the rear. The readings are in k.p.h. — it should not be imagined that the vehicle is a disguised racing car!



## OPTIMISM IN INDUSTRY

SPEAKING at the luncheon that followed the opening of new showrooms by Charles Clark and Son, Ltd., at Chester Street, Shrewsbury, Mr. L. P. Lord said that there are pessimists who think that the motor and other industries of this country are going to fold up—but they were quite wrong! There were difficulties, of course, which were not lightened by the activities of some Committees of Interference; for instance, if someone forgot to order sardines from Portugal, no British cars might go to Portugal. Concerning export markets, he remarked that the Canadians were still

friendly disposed towards us, in spite of a previous government allowing tin-plate for the canning of salmon to go to Russia instead of to Canada, and the Canadian market was taking large numbers of Austin cars. What this country requires, he said, is a fair day's work for a fair day's pay on all sides and from top to bottom.

Mr. Lord was replying to the toast to the Austin Motor Company, proposed by the chairman, Mr. J. H. Barnett, who recalled the early days of the Austin company and the affection held for the late Lord Austin. Other speakers were Mr. C. S. Buckley and the Mayor.

## COVENANT RELAXATION

CERTAIN cars are no longer subject to Covenant and Declaration schemes, an alteration dating from July 10. The effect of this new ruling by the motor trade organizations is that normal procedure between suppliers and buyers will be followed in respect of the cars concerned, and also that Covenants applying to similar models purchased in the past are now rendered null and void. Nevertheless, any person who has taken delivery of such a model, or who takes delivery of one in future, will be treated as having had a new post-war car for the purpose of eligibility for a model which still remains in the Declaration scheme.

Covenants must still be obtained on all models supplied in the United Kingdom from the export quota.

The following is a list of home quota cars for which Covenants are still required:—

Alvis 5-litre Austin A 30 A 30A A 70 including A 70 Countryman	Bentley All models Citroen Light Fifteen Six-cylinder
--	---

Ford Anglia Prefect Consul Zephyr All utilities Hillman Minx Estate car Humber Hawk Jaguar Mark VII XK 120 Jowett Javelin All utilities MG TD 1½-litre saloon Morris Minor Oxford Six	Renault Standard De Luxe Rolls-Royce All models Rover TS Singer 4 All Roadster SM 1500 Standard Vanguard Estate car Sunbeam-Talbot 50 Triumph Mayflower Vauxhall Wyvern Velox All utilities Wolseley 4-50 and 6-80
--	--

Of these, Bentley, Jowett, and Rolls-Royce cars are not subject to the Declaration scheme instituted on May 1, and it will be recalled that they have always been outside it.

Comment on the relaxation appears on page 871.

It is emphasized that the freeing from Covenant of certain models does not imply that there will be extra cars for the home market.

## NEWS and VIEWS

— continued —

### British Cars Win

EIGHT awards have recently been won by Austin cars in two European competitions—in the second of which the A.40 Somerset and the A.30 Seven were making their first competitive appearance in a Continental event. At the Paris Artists' concours d'élégance, held at Enghien les Bains on June 21, an Austin A.125 Sheerline with a convertible body by Saoutchik won the Grand Prix d'Honneur. On June 26 the same car won the Coupe de l'Automobile Club de France at the Concours d'Élégance Automobile Feminine de Paris held in the Bois de Boulogne. The driver in both competitions was La Comtesse de Saint Sauveur, champion lady golfer of France.

At the second competition the A.30 Seven of film star Suzy Carrier won the Prix d'Honneur, and an A.40 Somerset entered by Mlle. Jacqueline Le Foyer was awarded a first prize in the saloon class. Other first prizes were won at both competitions by three standard Austin models—the A.90 sports saloon, the A.70 convertible and the A.40 sports.

### Retirement

MR. J. GIBSON JARVIE has retired from the board of the Austin Motor Co., Ltd., since his own companies, which have grown considerably, now demand all his attention and energies. Mr. Jarvie joined the Austin board in 1945.

### American Acquisition

THE Bertone-Abarth coupé illustrated on page 889 of this issue, which has excited comment as one of the most striking designs produced in Italy in recent years, has been acquired by the Packard motor company for study in the United States.

### Petrol Price

IN reply to a question in the House of Commons recently, Mr. Geoffrey Lloyd said that the recent increase in the price of petrol in the U.K. was the result of higher ocean freight and increased costs of distribution in this country, and the profits reported by the oil companies did not relate directly to the distribution of oil in this country but reflected the trading results of their world-wide production and refining activities.

### Across the Bristol Channel

A FERRY service across the Bristol Channel is planned by the Western Marine Company of Weston-super-Mare. This will convey passengers, goods and motor vehicles between Wales and Weston-super-Mare, and the company has made extensive surveys before arriving at this route. The actual point of embarkation will be Uphill, Weston-super-Mare, using the estuary of the River Aze, and at Penarth on the Welsh side, using the estuary of the River Ely. Two ferry steamers are to be purchased and converted to take forty cars each. The distance of the actual crossing is 12 land miles, and six trips per day per boat are planned.

This is one of the award-winning Austins seen in recent European competitions. (See adjacent paragraph.)



### BOOKS RECEIVED

**Gloucestershire**, by Anthony West, revised by David Veray. Published by Faber and Faber, Ltd., 24, Russell Square, London, W.C.1. Price 12s 6d.

This is another of the Shell Guides, first published in 1939, and now brought up to date; it therefore goes without saying that it is admirably produced and full of information. The gazetteer takes the reader through every parish in the county, in the company of an informed observer with a deep appreciation of its scenic and architectural treasures, and one who is equally ready to condemn thoughtless disfigurement "of old houses behind a screen of modern lettering and jazz shop fronts" or the fake antique: "Southam Delabere has sunk without much trace beneath waves of antiquarianism. Southam House became a feudal castle in the middle of the last century."

The guide does justice not only to the Cotswolds but also to the Stroudwater Hills, South Wolds, Vale of Berkeley, Forest of Dean and many lesser known attractions of the county. Articles deal with Cotswold tradition, Cotswold stone and Cotswold wool. There are over 60 illustrations and coloured maps.

**Motor Claims Cases**, by Leonard Bingham (Solicitor of the Supreme Court). Published by Butterworth and Co. (Publishers), Ltd., Bell Yard, Temple Bar, London, W.C.2.

This is the first supplement to the second edition of the standard work on motor insurance and the law, and costs 10s 6d (4d extra by post). The price of the main work with the supplement is 47s 6d.

**The Cinque Ports**, by R. F. and F. W. Jessup. Published by B. T. Batsford, Ltd., 15, North Audley Street, London, W.1. Price 9s 6d.

According to the Domesday Book, even before the Conquest, Dover was required to supply "to the King, once in the year, twenty ships for fifteen days." Thus began the maritime necessities which led to the importances, privileges, piracies and pageantry of the Cinque Ports. Should it, by the way, be pronounced Sink, Chink, Sank or Chank? In the best Batsford tradition of illustration this is a book for the traveller who knows, rather than the one who merely goes, and the two authors have done a work of affection. Nowadays, with the exception of Dover, the ports are hardly ports, with dried-up harbours, and a retreated and retreating sea. But there is a peculiar magic about this quarter of England, perhaps because it is the first to strike against

memories of the Continent, when the traveller returns.

Elizabeth Bowen, the novelist, begins the book eloquently, in her preface, and the interest is maintained.

**Companion into Hertfordshire**, by W. Branch Johnson. Published by Methuen and Co., Ltd., 36, Essex Street, Strand, London, W.C.2. Price 15s.

The Companion books, of which this is the 20th, are indeed companionable, by no means the cold pastoral of the typical and sterile guide. Hertfordshire, of which Fuller said "the garden of England for delight," is a county which makes the traveller pause for wonder that so many delightful things exist within, and so close to the immense octopoid growth of London. This is a book chiefly about the personal associations in which Hertfordshire is particularly rich. The author is a historian of the locality, and thus well qualified for a labour of love. The book has endpaper maps and fifteen plates, but for 15s it deserved, perhaps, better paper.

**The Emerald Isle**, by Geoffrey Taylor. Windings on the World Series. Published by Evans Brothers, Ltd., Montague House, Russell Square, London, W.C.1. Price 12s 6d.

Romantic Ireland is by no means dead and gone when such books as this can be written about it. It is not strictly for motorists, since it is not a guide book, but a leisurely anecdotal and many faceted portrait, by one with an intimate knowledge of the country and a sense of the unusual. Ireland is indispensable—though many have tried to dispense with it, from Cromwell onwards—as all those who have been there will agree, and a reading of *The Emerald Isle* may encourage many to make the experiment.

**Car Driving in Two Weeks and Hints for All Motorists**, by Lawrence Nathan. Published by Andrew George Elliot (Right Way Books), Glade House, Kingswood, Surrey. Price 6s.

Yet another book on how to train for the driving test. The author is an instructor of long experience, and has received the certificate of the R.O.S.P.A. for his work in this field. It is a useful book, though the way in which it is written makes it difficult to follow at times. The test is taken very seriously, as it must be, and no learner could fail to benefit.

**Reveries Map No. 3, Scotland**. Published by G. W. Bacon and Co., Ltd., Easter Road, Edinburgh. Price 6s.

A lucid road map, with north Scotland on one side and south Scotland on the other, at a scale of six miles to the inch.



## *Good News!*

There is good news to-day about the price and delivery of the Lea-Francis 14 h.p. Four-Light Saloon.

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JULY 10

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**2nd P. W. C. GRIFFITH** Lester M.G. 78.54 m.p.h.

**3rd F. C. DAVIS** Cooper M.G. 78.52 m.p.h.

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# ALPINE ELIMINATOR

FEW COMPETITORS LEFT IN GRUELLING MOUNTAIN TRIAL

*Cortina d'Ampezzo, July 13.*  
**T**HIS year's Alpine Rally, fiftieth of the series organized by the A.C. de Marseille et Provence, is likely to prove one of the most difficult yet. Of the 85 competitors who left Marseilles between 9 p.m. and midnight on Friday, only 59 completed the first stage to this picturesque town high up in the Dolomites, and only 33 could claim penalty-free runs. The long journey of 600 miles up through France, including the Col d'Izoard—which the early numbers had to tackle in the dark—over Mont-genevre into Italy and across Northern Italy to the loose-surfaced and dusty mountain passes of the Dolomites, took its toll of both cars and crews. From the intense heat of the Côte d'Azur to the chill of more than 7,000ft in less 24 hours, with no time for food or drink, is a physical strain made the more severe by the high average speed which has to be maintained to avoid loss of marks if that most coveted award, an Alpine cup, is to be gained.

Clean sheets were claimed by R. Fabre (Panhard), Picon (Renault), Gerakis (Panhard), De Regibus (Renault), Landon (Renault), Gott (Jowett), Wise (Jowett), Polensky (Porsche), Nathan (Porsche), Muhle (Porsche), Butti (Osca), Puijenbroek (Lancia), Plateo (Lancia), Falkenhausen (B.M.W.), Gatta (Lancia), Martignoni (Lancia), Dickson (Morgan), Moss (Sunbeam-Talbot), Murray Frame (Sunbeam-Talbot), Fitch (Sunbeam-Talbot), Bolton (Morgan), Gatsonides (Jaguar), Grant Norton (Jaguar), Appleyard (Jaguar), Inhof (Allard), Herzet (Jaguar), and Wadsworth (Healey). Of the non-arrivals, Vial had a steering failure on his Renault just before Cortina; Mme. Bousquet's gear box gave up, stopping her Renault on the Izoard; Molinelli's Porsche was in a collision near Cortina; Savon's Simca Aronde had gear box failure; Mme. Puijenbroek's Lancia broke its back axle; and the Comtesse della Chiesa had the brakes of her Lancia fail on Mont-genevre.

## Breakages

Hartwell (S.-T.) broke a connecting-rod on the Falzarego Pass; Potter broke the Frazer-Nash's rear axle torque stay; the Renault of Persoglio had the steering go, while Schwartz's Renault threw a con-rod and Auriach's Renault had constant overheating. Leslie Johnson (Sunbeam-Talbot) ran off the road when overtaking because the other car had to pull out; luckily he suffered no personal injuries. Bennett's Jowett blew a gasket and Moffet's Jaguar ran out of petrol on the Pordoi road.

Conditions were difficult. The Izoard was rough, the Tonale Pass was very dusty and the Pordoi, Lana and Falzarego were both loose and dusty. Many roads which were under repair caused loss of time and there was considerable traffic, even on the passes, including lorries and coaches, although their drivers would pull in and give way as soon as it was safe to do so.

On the Falzarego descent into Cortina,

another hazard was competitors in the Coppa d'Oro practising for their event the next day; this also happened last year and should definitely be avoided in future. On the fast run along the Turin to Milan autostrada, where the schedule was stepped up, there was also much traffic, as well as a deviation for some miles over rough, dusty roads owing to a bridge having been destroyed by floods.

At the Monza race track the competitors had a standing kilometre speed test and an enforced rest of two hours. It was a very tired and dirty crowd that finally checked in at Cortina, and the arrival was somewhat hectic in character owing to the fact that so many had only seconds in hand and yet were confronted by the Coppa cars going in the opposite direction. Several of the cars were in no state to continue and Furrmann (M.G.) and Reolofzen (M.G.) retired at Cortina, as did Noix (Fiat). H.R.G.s. which have done well in past years, lost marks, Shepherd losing 150, Richmond 140 and Scott 110. Even that seasoned Alpinist Tommy Wisdom lost 50 marks, and Mike Hawthorn, in his first Alpine, lost 30. Some Jaguars were also penalized, Flower's by 160, Richardson's by 270 and Ralph Sleigh's by 110; Sutcliffe's Jaguar lost 70 marks.

This year the general classification is given by a somewhat intricate formula, which was generally expected to prove to favour the smaller cars. The results of the Monza standing kilometre test appear to support this theory, for the general classification after the first stage is: First, Butti (Osca) with 154,173 figure of merit; second, Nathan (Porsche), 142,183; third, Falkenhausen (B.M.W.), 140,183; fourth, Landon (Renault) 133,158; fifth, Martignoni (Jaguar), 131,471; sixth, Wise (Jowett), 127,327; seventh Gott (Jowett), 126,696. Gott is followed by four small Renaults.

## Dolomite Circuit

On Sunday the second stage round the Dolomite circuit proved no easy task, for heavy rain, although intermittent, made the loose road surface extremely slippery and soaked the crews to the skin. There were many narrow shaves, but the quality of the drivers is unusually high this year. Even so, Cotton went too fast into a slippery bend and his XK went over the edge and some twenty feet down into the trees, without damage to the crew but with much to the car. However, only four were late arriving back at the Cortina *parc fermé*—Cattieu (Peugeot), Martig-



T. C. Wise's Jupiter at the Marseilles starting control. Twin external horns are mounted on the bumper. Wise dropped out on Monday.

## ALPINE ELIMINATOR

continued



This map of the Alpine route, reproduced from the official programme, manages to convey by its freehand style something of the dash that the event demands.

noni (Lancia), Slatter (Sunbeam-Talbot) and Marion (Citroen). Of these, all but Martignoni had lost marks on the first stage. The first 47.7 kilometres to the summit of the Pordoi constituted another timed test, however, and the general classification may prove to have changed when it has been worked out. This evening there is a reception for both the Alpine and Coppa competitors, but with an early start for the long third stage of 500 miles tomorrow the rally drivers will be early to bed.

## The Monday Stage

July 14

By the end of Monday only thirty-two cars appeared to be left in the rally, amongst which were, however, seventeen British machines although one or two were driven by foreign drivers. This stage totalled 498 miles from Cortina d'Ampezzo to Menaggio and included the Tre Croce Pass, the Brenner Pass, the Gross Glockner, Monte Giovo, the Stelvio, the Bernina, Julier and Splügen passes. As if these were not enough by themselves, there was a timed test on the Stelvio. The celebrated road up the 9,000 ft pass was closed to normal traffic and became, therefore, a true timed hill-climb. In spite of the stress of competing with the stop-watch as opposed to the clock, drivers found this climb almost a relief after the endless avoidance of other traffic on other parts of the day's route.

The arrival at Menaggio was very late in the evening and as a result there was no certainty as to who were the unpenalized competitors, but they were believed to include most of the British favourites. Two of these, however, had dropped out during the day, both of whom were driving Jowett Jupiters; they were J. Gott and T. C. Wise, whose cars

were afflicted by mechanical trouble. Norton's Jaguar was also in trouble, as was Wadsworth's Nash-Healey, but here the driver had to accept his share of the blame because the car collided with the rock wall during the Stelvio timed climb.

On Tuesday the competitors underwent the fourth stage from Menaggio to Aix-les-Bains. This was a comparatively easy run—for the Alpine at least—of 308 miles. It included, however, a timed test on the little Col du Frêne. The major

pass climbed during the day was the Petit Saint Bernard. On Wednesday followed another touch stage of 441 miles, involving the climbing of half a dozen major passes and a timed test on one of them, the Col d'Izoard.

This brought the survivors to the finishing point at Cannes, on the Mediterranean coast, where they were to undergo a test of typical rally type involving an accelerating run of 150 metres, then round a pylon to cross a braking line, thereafter to reverse back over the braking line and then accelerate down to the finish. By the record of the rally up to Tuesday night it seemed likely that only a few competitors would survive to undergo this final manoeuvre.

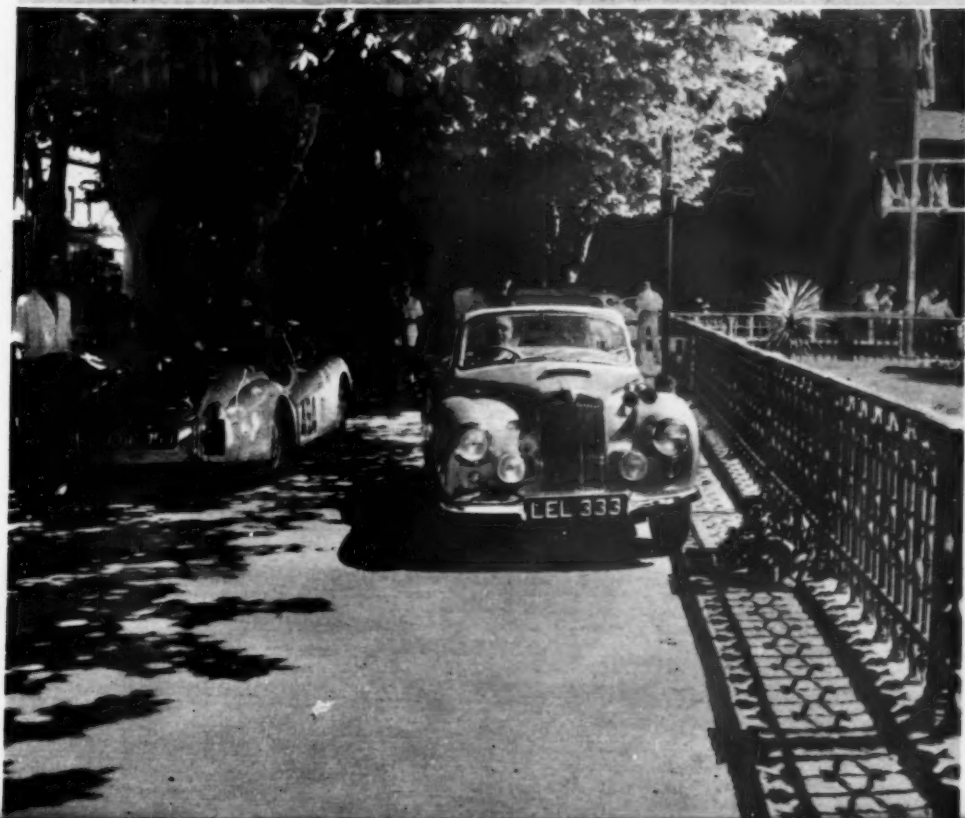
Tyres were branded with a hot branding iron, Hopalong Cassidy fashion!

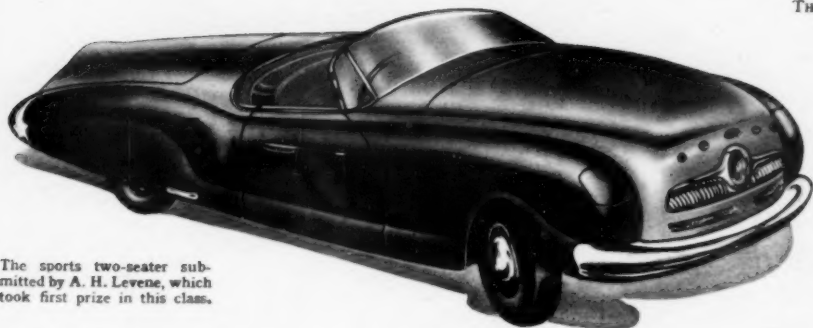




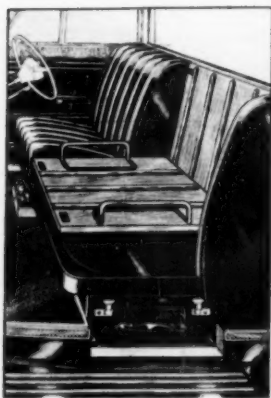
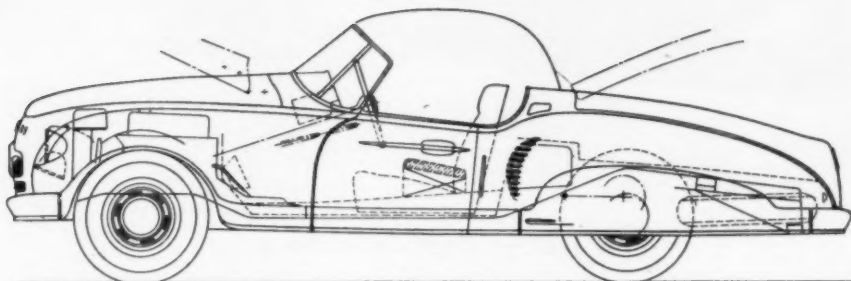
### ***False Impression***

These two pictures of the Marseilles start of the Alpine Rally give no hint of the tough conditions to follow. Hot under the Mediterranean sun are the XK120 fixed-head coupé of the American driver L. de Lectol, and George Hartwell's Sunbeam-Talbot. Note the air inlet on the bonnet top and the special loud horns.





The sports two-seater submitted by A. H. Levene, which took first prize in this class.



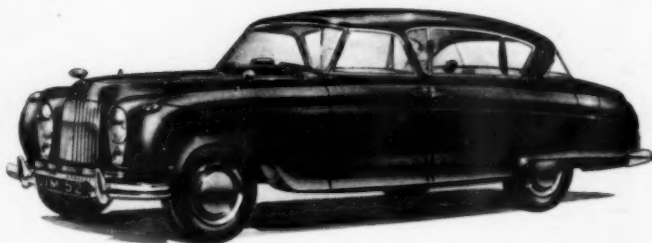
Suitcases can be stored under the passenger seat at the front, in the "Savoy" design, and the seat squabs can be removed to form a luggage platform with rubbing strips.

## COACHWORK AWARDS:

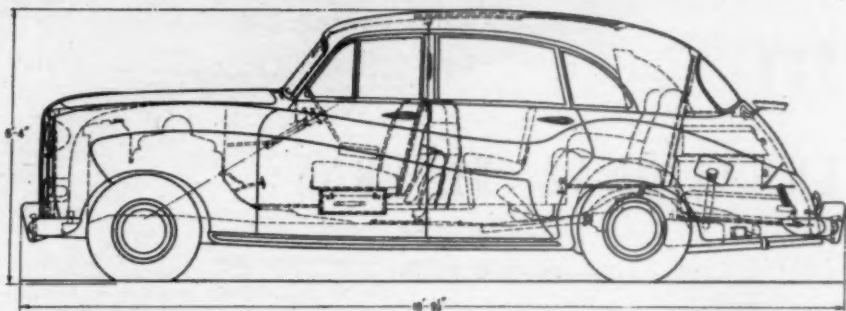
**T**HIS year, as usual, the Institute of British Carriage and Automobile Manufacturers held their drawings and handicrafts competition, and the prize-winning entries were shown to the public at the Regent Street Polytechnic annexe, in London, early in June. The competition requires far more than a mere impression of a car, since a large amount of design information has to be given, and in one class the information for quantity production was required, some of the entrants supplying drawings for each of the required panels. In addition to the usual plan and elevations, a coloured perspective drawing of the complete car had to be given. The handicraft competitions required specimens of sheet metal and body making.

The standard of draughtsmanship was high, as usual, and some of the winning

designs are illustrated on this page. While no revolutionary conceptions appeared, there was some interesting innovation in detail, and the usual fertile crop of gadgetry, not all of which the average manufacturer would want to translate into reality. Competition No. 1 (drawings and general arrangement for a limousine with occasional seats) was won by P. J. Wharton, of Hoopers, for the third time. His design, "Savoy," features a full-flow wing line, fine screen pillars and a large visual area, with fully curved rear window. A Perspex panel is let into the roof, which can be blanked off by a sliding metal panel above the occasional seats. The rear window has a purdah glass blind. Luggage stowage arrangements are interesting, with space for an additional suitcase under the front passenger seat, and the squab of this seat can be



"Petruchio," an unusual limousine design, was awarded second prize in its class.



This limousine design, "Savoy," won the competition for the third time in succession for P. J. Wharton. The elevation reveals the unusual luggage space, and stowage arrangements.

### Designs in the I.B.C.A.M. Annual Competition

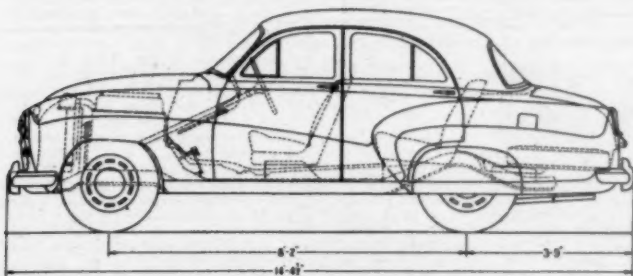
removed to accommodate other luggage. The rear seat backs are adjustable.

Second prize in this competition was won by C. G. Neale, with "Petruchio," a limousine with an exceptional transparent area to the passenger compartment, and straight-through styling, with the tail continuing the front wing line. Above the waistline the central pillars are inclined forwards, and an extra ventilation panel is fitted at this point. The rear window is the wrap-round type now popular in America. Rear seats hinge upwards for wheel accessibility, and there is a retractable external visor.

Competition No. 2, for a saloon suitable for quantity production, was won by L. L. Reeves with "Apex," a modern design with full-flow wings, a curved rear window and slotted disc wheels. L. J. Stevenson's "Aurea Astra," which took

second prize, was a similar style, but the rear window curved right round into the body sides.

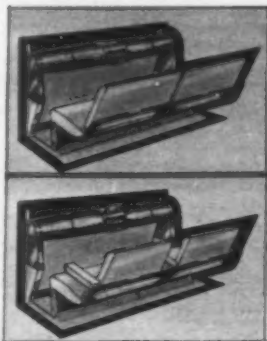
Competition No. 3, for students under 21, called for drawings for an open sports design, and was won by A. H. Levene, whose "Alahiro," though as smooth as a Varga girl, revealed some lack of understanding of sports car requirements in the younger generation, perhaps not surprising in view of present-day costs. There is a glovebox-cum-armrest between the two seats, and louvres on the rudimentary rear wing are intended to supply (much-needed) air to the rear brakes. Streamlined "eyelids" enclose the head lamps, and the design provides for a hard top in transparent material. The bonnet line appears too high, and it seems very doubtful if the front wings would be visible from the driving seat.



In the quantity produced saloon class, this design, "Apex," took first prize.



Division and rear seating in the first-prizewinning limousine design. The door of a cocktail cabinet forms an occasional table, and there is a lady's and a gentleman's companion on either side of it. The layout for occasional seats is shown. Below: Alternative seating arrangement in the same car. Extra accommodation replaces the division appointments.





## JERSEY

# INTERNATIONAL RETURNS

*B.A.R.C. and Jersey Club Revive a  
Famous Event with Sports Cars*

*Jersey in July: Stewart shoots into  
the lead in the final, with Dobson fol-  
lowing, then Moore (partly obscured)  
Abecassis and Parnell.*

**I**N 1947 the Jersey International road race was acclaimed with great excitement because it was a marker in the post-war resumption of racing. In that year Reg Parnell won in a Maserati, a year later taking third place to Gerard and Abecassis. In 1949 Gerard won again, and the following year the honour fell to Peter Whitehead (Ferrari). Last season saw no Jersey race, but on Thursday, July 10, it returned with the more subdued, but nevertheless exciting, note of sports car exhausts. That this did nothing to reduce excitement is shown by this year's winning speed, which was higher than that in 1949 and only a fraction slower than in 1950, the previous race.

This achievement was to the credit of I. M. M. Stewart, the Scottish driver who has been rapidly accumulating a formidable reputation. His was the only Type C Jaguar in the race, and with it he held off every challenge in the first of the two 10-lap heats and in the 20-lap final. Sharing honours with him for rugged driving were Ken Wharton, who showed the astounding performance of the new Mark II Frazer-Nash (a 2-litre, remember), George Abecassis, who was at his best, Reg Parnell and W. A. Dobson, and heat-winning Oscar Moore.

In practice, Stewart had shown his paces with an 89.72 m.p.h. lap, with Wharton managing 88.75 and Moore's H.W.M.-Jaguar 88.48, but anything could happen in the race. Rain had held off for the day and although a good deal of cloud was about, even this cleared during the final; the organizers were therefore spared a repetition of 1950, and the population appeared in force.

The race was primarily an open event for sports cars of any size, the first three in each heat being awarded a prize, and the first six in the final. Additionally, however, there were prizes for class winners only in the final. These were for cars up to 1½ litres and from 1½ to 2½ litres.

### Getting Away Fast

The impact of the Scot's challenge was felt in the first heat when, before a motley of holiday-makers and residential spectators alike, he tore into the lead at the drop of the flag. His speed was enthralling, for during the first three laps he kept his foot down hard, amassing a lead of 14 sec in less than ten miles. Then he eased up, adjusting his driving simply to maintain a comfortable lead. But behind him George



*Trophy with its winner, Ian Stewart.  
Ken Wharton, second, is on the right.*

Abecassis (DB3) and Ken Wharton were having a fine battle.

The Aston led the pair at the end of lap 1, the F-N on lap 2, Aston again laps 3 and 4, then Wharton got in front at half distance and stayed there. And knowing the performance of the Aston Martins this victory was the more amazing. Fourth place fell to a local man, F. Le Gallais, who handled his white XK120 well. J. C. C. Mayers, Lester-M.G., was in great form throughout, leading the smaller cars with stable mate P. W. C. Griffith on his tail, both heading F. C. Davis in the first Cooper-M.G.

But it was the second heat which really produced the excitement of the day. Oscar Moore raced away in first place at the start, and normally he would probably have stayed there. So fierce was the fight for second place, however, between Parnell



*A picture which  
speaks for itself:  
Stewart in the very  
fast Type C Jaguar.  
Here he is approach-  
ing the hairpin be-  
fore the finish.*

W. A. Dobson (Jaguar XK120) and the Aston Martin of Reg Parnell in the heat 2 duel which provided the most exciting racing of the day.



(DB3) and W. A. Dobson (XK120), that the three leaders sometimes seemed stuck together—and not always head to tail. In the early laps Moore was out in front but Parnell and Dobson were forever changing places. So intense was the rivalry that both of them did everything in the book (and a few things that were not), any error at the hairpins letting one through in place of the other. After half distance Parnell got in front, drove like one possessed and passed Moore! But Moore had plenty in reserve and took the lead once more.

It was a great day for the Lester-M.G.s, G. A. Ruddock being first home of the 1½ litres in this heat. R. G. Shattock brought home his R.G.S. Atlanta next; the car (Lea-Francis engine) showed up great regularity, but it was not as fast as the more seasoned Lester- and Cooper-M.G.s.

The final produced a field of 30 cars, all, of course, having already appeared in one or other of the heats. Oscar Moore and I. M. M. Stewart were expected to fight hard for first place, and thereafter there was likely to be an intense struggle between Wharton, Abecassis, Parnell and Dobson. It was certain that Wharton would be fastest in the 2½-litre class and that a Lester-M.G. would take the 1½-litre prize.

#### The Final

Stewart went into the lead at once, with Moore trailing him. Wharton captured only sixth place at the end of the first lap, Dobson, Abecassis and Parnell filling the gap. This time it was thought that Wharton was too far back, because how could his 2-litre car hope to catch the Aston Martins and Dobson, all going at tremendous speed down the long sea front, and booming back between the houses on the town side of the course?

But he did! He averaged a place a lap gain and was third by the end of the fifth lap—but still a long way behind Stewart and Moore. Abecassis meanwhile steadily led Parnell, and Parnell in turn stayed firmly ahead of Dobson. But at half

distance Oscar Moore's luck changed, and he coasted in on a dead engine. This was the only major breakdown of the race and a great disappointment. Thence the remainder moved up a place, Wharton finishing 1 min 1.4 sec behind Stewart, and they all held their positions to the end. J. C. C. Mayers again upheld his earlier win and won the 1½-litre prize after a clever, consistent drive.

It had been an excellent afternoon's racing, the heat of the sun making the corners very slippery towards the end of the final and adding interest thereby. Jersey, of course, is a splendid venue, having a real and excellent road course in a most attractive setting; and it is solemnly to be hoped that the Jersey International will now remain an annual event.

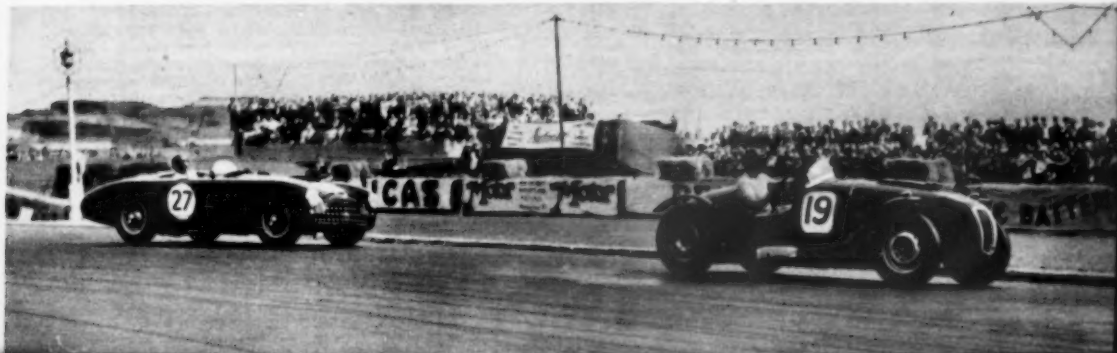


#### PROVISIONAL RESULTS

Two 10-lap heats of 3.2-mile circuit.  
Twenty-lap final. Heat 1: 1. Jaguar XK120C 3.442 (I. M. M. Stewart), 87.44 m.p.h.; 2. Fraser-Nash 1.971 (K. Wharton); 3. Aston Martin DB3 2.580 (O. Abecassis). Heat 2: 1. R.W.M.-Jaguar 3.814 (O. Moore), 85.56 m.p.h.; 2. Aston Martin DB3 2.580 (R. Parnell); 3. Jaguar XK120 3.442 (W. A. Dobson). Final: 1. Jaguar (I. M. M. Stewart), 87.82 m.p.h.; 2. Fraser-Nash (K. Wharton); 3. Aston Martin (O. Abecassis). Up to 1,500 c.c.: 1. Lester-M.G. 1.467 (J. C. C. Mayers); 2. Cooper-M.G. 1.496 (F. C. Davis); 3. Lester-M.G. 1.467 (P. W. C. Griffiths). 1,500 c.c. to 2,000 c.c.: 1. Fraser-Nash (K. Wharton); 2. Fraser-Nash 1.971 (R. P. Salvadori); 3. Fraser-Nash 1.971 (D. W. Jacobs). Fastest lap: Jaguar (I. M. M. Stewart), 2m 27.6s. 90.28 m.p.h.

The Healey is not on the same lap as I. M. M. Stewart, who receives the winning flag to take the Jersey International trophy.

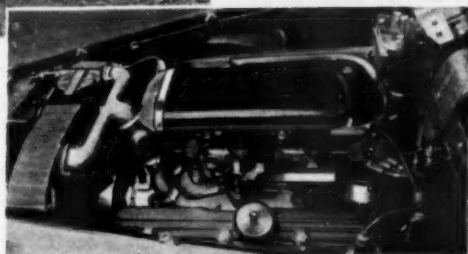
Ken Wharton in the new Mark II Fraser-Nash holding off a spirited challenge by George Abecassis.





The second series Gran Turismo Aurelia is distinguished externally by lower body lines and longer rear wings. It has new cylinder heads giving an increase of 5 b.h.p. over the first series, and the brake drums are wider.

The Gran Turismo engine has two carburetors, but for racing four carburetors are used on twin water jacketed manifolds as seen here. Some engines have been fitted with six motor cycle type carburetors.



## TWO FAST 2 - LITRES

### Road Impressions of the Gran Turismo Aurelia and Fiat 8V—New Disc Brake and Tyre

**S**INCE the war the two-litre engine category has emerged as one specially suited to many European requirements. It is about the minimum size adequate for a full six-seater car, it gives sufficient power to propel sports cars of international class with really high performance and it is now the basis of the most popular international formula for single-seater racing cars.

Two specially interesting sports cars in this category are the Gran Turismo Lancia Aurelia and the Fiat 8V and I made a point of trying both of them when I was in Italy a few weeks ago. It was interesting to observe the different

*By Gordon Wilkins*

characteristics which have been obtained by these two famous Italian factories, one building fine cars in moderate quantities alongside commercial vehicles of exceptional character, and the other Italy's greatest producer of popular cars and its greatest industrial combination building trucks, buses, trains, aeroplanes, marine engines and countless other products.

Both cars had their origin in touring models intended for everyday use; the Aurelia was developed from the components of the B.21 saloon, a road test of which appeared in *The Autocar* last week, and it has been brilliantly successful, gaining a second place and third place in the last two Mille Miglias against many larger and more powerful cars and twice winning its class at Le Mans. Its road holding has become legendary and to test this aspect especially, in the short time available, I turned it up the steep, winding, narrow road that leads up to the Superga, the vast basilica

overlooking Turin which is the resting place of the Kings of Savoy.

The car was one of the second series coupés with improved cylinder heads, bigger brakes and the lower build obtained by reducing ground clearance slightly. Inside nothing is skimpy. It is a practical, roomy two-seater with space behind for two children, or a third adult, or a lot of luggage. Headroom is 37in and the body is 50in wide at seat level. Forward vision is good, with a view of both front wings, and rear vision is exceptional, despite the sloping tail. The speedometer records to 190 k.p.h. and the rev counter has a yellow zone at 4,800 r.p.m. giving place to red at 5,200 r.p.m. The gear change is by a steering column lever on the production models, although a floor lever mounted on the side of the box is now used on the lightweight works racing models. The clutch can be a little fierce and this is felt more than usually when the final drive is attached to the body structure, but with increasing familiarity the difficulty disappears and superbly fast gear changes can be made. The engine is beautifully smooth and gives a healthy snort when the throttle is open wide—but we were talking about the corners.

Make no mistake, this car oversteers. But if you make no mistakes, you can perform astonishing feats with it. With its short wheelbase and high power-to-weight ratio, its handling is quite unlike that of the saloon. It requires a special technique and confidence comes as the superb stability asserts itself. I suddenly remembered Lurani saying after a drive with Bracco in the Gran Turismo, "It's fantastic. He flits round the corners like a bat." That is exactly how this car behaves. Flick the wheel as you go into the corner, open the throttle, unwind and you are round and pointing up the road and ready for the next corner. Flitting from corner to corner with sharp, quick

movements of the wheel and rapid bursts of throttle, which seem to straighten out the corners as they arrive, one quickly acquires the necessary co-ordination of steering, gear changing and throttle, but a steering gear requiring four turns from lock to lock seems at first rather low for the acrobatics involved.

The Gran Turismo is a challenging, fascinating car of astonishing agility. It will not suffer fools gladly but it pays high dividends for skill. Its capabilities in the hands of those who know it are already becoming legendary.

The Fiat 8V, like the Aurelia, had its origins in a touring car, but one that has not yet been built. The engine was originally planned for a six-seater saloon car of high quality, but the contraction of the Italian home market under the influence of high taxation made it imprudent to embark on the vast expenditure required for new body tools and dies. However, the engine showed such promise on the test bed, with an almost immediate output of 108 b.h.p., that it was decided to use it in a new sports car. In a few months the first car was built and was exhibited at the Geneva Show last spring.

### Mise à Point

Up to then, practically no road testing had been done, but in the next two months a concentrated development programme was undertaken, under the direction of Carlo Salamano, the immensely experienced ex-racing driver who supervises the *mise à point* of all new Fiat cars. By May, several 8V Fiats and the new low-built Siata coupés derived from them were able to run in the Mille Miglia.

Mechanically, the 8V uses a fairly high proportion of standard parts. Front suspension and steering are derived from the Fiat 1100, but aluminium is used instead of iron for the castings which house coil springs and dampers. The independent rear suspension is also similar to the Fiat 1100. front end, and the rear drive unit employs many parts already used for the front wheel drive on the Campagnola cross-country car.



Exhaust pipes rise from the tops of the cylinder heads on the Fiat 8V engine. Valves are in line in wedge shaped combustion chambers. Bore and stroke are 72 x 61.3 mm, giving 1,996 c.c.

Mechanical elements are mounted on a steel body-chassis structure of unusual interest. The basic frame is two straight steel tubes (oval on the first six prototypes, round thereafter). To these the body shell is attached by outriggers. The shell is self-supporting and gains strength from the use of double-skinned scuttle, cantrails, rear quarters and wheel arches, which are assembled by spot welding to form box sections. The slim screen pillars are tubes which run right down through the scuttle to the base of the body.

The body lines were developed in the wind tunnel, and the frontal area has been kept to the minimum. There are blisters on the close-fitting wheel spats to clear the rear wheel locknuts and the two passengers sit slightly staggered in separate bucket seats, the passenger resting his feet on a rail as in the famous Fiat 1100 S. The view forward is good, with both wings visible, and the rearward view adequate. Much of the space in the slim tail is taken up by the spare wheel and big fuel tank.

There is a big central gear lever and some noise is apparent from the box. There is also a deep roar from the engine, but it is smooth up to over 6,000 r.p.m. The normal axle ratio is 3.9 to 1, but for the Mille Miglia an axle of 4.1 to 1 had been installed, giving the following useful speeds at 6,000 r.p.m.: first gear 53 m.p.h., second 70 m.p.h., third 96 m.p.h. and top 125 m.p.h. But quickly!

On changing from third to top the backrest is still pressing firmly against the back, and the results are seen in a time for the standing kilometre said to have been covered in 30.9 seconds. I timed the car over a flying kilometre in 19 seconds (118 m.p.h.) and the revs were still rising at the end, so the claimed maximum of 128 m.p.h. would not appear to be greatly optimistic with suitable gearing.

Handling and road behaviour leave an impression of a thoroughbred with stability, liveliness and immense power. There is generally slight understeer. The steering is high geared, and the car goes into a four-wheel drift with all tyres squealing and the throttle wide open in a way which expert drivers will find greatly reassuring.

The V-eight engine has its two banks of cylinders set at 70 degrees angle in a common casting. The crankshaft has four throws and the connecting rods of opposite banks run almost side by side, but not quite, the crank pins being themselves canted slightly to allow for the 20-degree offset between the two banks. The shaft runs in three main bearings (Vandervell copper-lead with indium flash) and has balance weights only at the ends. No torsional vibration

The slim, streamlined Fiat 8V coupe has its head lamps in the radiator grille and supplementary lamps in the wings. Body and chassis form a unit structure in steel.





Typical of the new move for exposure of wheels and brakes, the lightweight two-seater Ferrari built for the Scuderia Marzotto.



Short tailed streamlining with special attention to the air exits from the wheel arches on the little Bonnet Dyna saloon.



Only elbow high, the Siata coupé based on the 8V Fiat must be one of the lowest sports coupés ever built. The head lamps are retractable.

New style convertible! The DB3 Aston Martin with detachable coupé top which was specially built for this year's Le Mans race.



damper is employed, but 7,000 r.p.m. is said to have been achieved without trouble.

It is the bottom end of the engine, with its essentially touring car characteristics, which prevent its being regarded as a potential formula 2 racing unit in its present form, but it should be capable of development to give not less than 125 b.h.p. With the low drag and fine road qualities of the 8V coupé, it should be well to the fore in coming sports car events.

It is notable what a high proportion of the fast new sports cars are fitted with close bodywork. It seems to be accepted that a coupé will usually be faster than an open two-seater on the same chassis, and one of the DB3 Aston Martins was given a detachable coupé top for Le Mans.

Interesting modifications are being made to conventional streamlined shapes to obtain better cooling of brakes and tyres in long-distance events. The Osa, with cutaway sides, to which I referred a fortnight ago, may have been inspired by the special lightweight Ferraris which are now being operated in Italy by the Scuderia Marzotto. These have the front panelling well cut back to allow air to reach the front brakes in the way used on the latest Cunninghams, but they also have the flanks deeply recessed to allow a cooling air flow over the rear tyres and brakes. One of the cars also has an air scoop over the right rear wheel ducted to an oil cooler in the tail.

The problem of preventing air stagnation in the wheel arches is also being tackled in other less radical ways. The recesses in the sides of the body on the little Bonnet Dyna saloon provide one example, and another striking rendering of the same theme is to be seen on the special streamlined coupé produced by Bertone for the Abarth Fiat 1400 chassis. In this case the flared wheel arches are boldly emphasized by chromium plating, but it must be admitted that the car would probably get extremely dirty on a wet day.

True streamlining has become rather unfashionable on production cars since the war, but the renaissance in sports car racing is focusing new attention on this aspect of car design which has received all too little attention in Britain.

### Account Rendered

The few wind tunnels available to the British motor industry are more suitable for comparative testing than for basic investigation and the lack of a road or track suitable for sustained high-speed testing is still a crippling disability. Stirling Moss' report that he had been passed by a Mercedes 300SL during the Mille Miglia when he believed himself to be doing nearly 150 m.p.h. caused a considerable stir and may have been the deciding factor which induced the Jaguar company to begin night and day work on the production of three new bodies for the XK120C to run at Le Mans. Wind tunnel tests had shown encouraging drag reductions from the new shape, amounting to over 10 per cent, but only full-scale road testing could reveal whether the engine cooling was adequate. There was nowhere to do this in Britain before the race and no time to send the cars abroad. The failure of the British expedition to Le Mans in 1952 may therefore, in a sense, be regarded as part of the long-term price which is still being paid for the loss of Brooklands.

The performance of the 1,100 c.c. Porsches which have twice won their class at Le Mans owes much to really careful streamlining, and this year's winning car completed the 24 hours at an average speed of 76.5 m.p.h. The 1,500 c.c. car, which was going so well at Le Mans when disqualified on a technical point, was undoubtedly doing over 115 m.p.h. down the straight, although its modified Volkswagen engine is not believed to be producing any very spectacular amount of power. In the Porsche, streamlining has produced a very practical type of car with comfortable space for two people and room for a good deal of luggage behind them. On Continental highways it is by no means an uncommon sight to see the production coupés maintaining a cruising speed of 80 to 90 m.p.h. with apparent ease.

To conclude these notes, there are two current items, one a brake and one a tyre, which deserve mention, as they seem to offer considerable promise for the future.

The so-called disc brake has now been used on the XK120C Jaguar in several races and drivers are more than



A striking combination of new ideas with elegant lines. The Bertone coupé on the Fiat 1400 chassis modified for sporting events by Abarth.

enthusiastic; they are awed by its possibilities. The brake was evolved by Dunlop, who made the sets used experimentally on the Jaguars, but it is also being developed under licence by Girling. Mention of disc brakes usually produces a mental image of something like a clutch, in which flat discs of cast iron and friction material are pressed together. This is the principle used by Chrysler in the United States, but the Dunlop brake is quite different. A disc mounted on the wheel spindle is still the central element, but retardation is applied by six small moulded pads or buttons of friction material, three on each side, pressed against the disc by hydraulic pistons. In America, where some work has been done on this type, I believe it is known as a spot brake.

#### Drivers' Reactions

Drivers who have tried the brakes on the XK120C claim that they can out-brake any other car, going into a corner with the throttle open, past other cars which already have their brakes hard on. Then they stab the pedal, slow down in distances shorter than they have even known, and accelerate away with a clear advantage. It is even being said that the important factor is no longer the braking distance, but the driver's reaction time, that is, the time it takes to translate a message from the brain into pressure on the pedal, for this really governs how close he dare go to a corner before braking. So far, fade appears to be unknown.

The friction pads and their pistons are carried in a steel housing straddling the disc, which is otherwise exposed to the elements. The disc would appear to be vulnerable to abrasion from mud and grit, but this is not regarded as a serious problem at the moment. Running clearances between pads and disc are minute, and the moment pressure is applied, all water and foreign matter are swept off the

surface of the disc. Difficulty was experienced at Silverstone with fluid leakages, but development proceeds, and the results were highly satisfactory when Stirling Moss made the fastest run at Rheims.

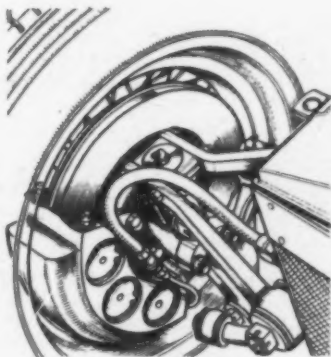
The second item is a tyre, which is exciting a growing amount of comment wherever fast cars are discussed. Known as the Michelin X, it is already on sale on the Continent, but is not yet available in car sizes in Britain. Briefly, it consists of a normal looking tyre which has three layers of fine wire mesh laid at an angle to each other, between the carcass and the tread. Wire reinforcement has, of course, been used for the carcasses of heavy commercial vehicle tyres for some time. The difference is that the Michelin X has no wire in the walls and it therefore retains the riding qualities of a conventional tyre. The layers of wire mesh do, however, present a strong resistance to lateral deformation of the tread. The result is a tyre which has a very much reduced slip angle for a given cornering force, and it seems capable of having a profound effect on the handling qualities of a car. There are those who claim, for example, that the extraordinary capabilities of the Lancia Aurelia can only be fully savoured when it is fitted with these tyres, and the manufacturers do list them as an optional extra.

However much work the designer does in evolving cunning new suspension and steering layouts to improve road holding and directional stability, he remains at the mercy of the tyre for the final contact between the car and the road. All the complex forces generated have ultimately to be transmitted through that fickle and flexible bag of air. The characteristics and limitations of conventional tyres are well known, but the Michelin X seems to introduce a new element into the situation and the more progressive British manufacturers have for some time been importing sets for experimental use.



The Michelin X tyre, showing the three layers of wire mesh which are built in between the carcass and the tread.

The Dunlop disc brake as used on the Jaguar XK120C. The disc is open to the air and gripped between six friction pads under hydraulic pressure.





A study of Alberto Ascari as he turns the Ferrari into a bend during the Grand Prix d'Europe at Spa (June 22). He was the winner of this event.

# Nations at Silverstone

## CARS AND DRIVERS FOR THE BRITISH G.P.

**I**T is a matured season that hails the British Grand Prix on July 19. Indeed, the race rushes into the very division of the young season from the old. Sufficient has already been lost and won this year from which to savour the possibilities of Saturday's event; team managers, drivers and mechanics can plan, from achievements and setbacks encountered, a battle made fiercer by experience. But nothing stale has yet jaded the scene; the season of 1952 is still vital.

After the controversy at the beginning of the year that pushed the two formulae about like balls in a tombola set, formula 2 emerged for the main Grands Prix, and at once justified itself. True, hopes of a more equal—a more uncertain—struggle have been partly disillusioned; for the triumphant Ferraris have proved swift and amazingly consistent.

Those who accepted only with reluctance the necessary change from formula 1 to 1.6 for the British G.P. will be compensated by the richness in variety of the latter's field. When the cars stand upon the starting grid, the crowds will see a truly international entry bred into movement. France — Italy — Switzerland — Siam — Brazil — Uruguay — Argentina — America — Belgium — Australia — Great Britain.

Leading the World Championship with 17 points, Alberto Ascari will drive one of the three works-entered Ferraris; his team-mates are Farina and Piero Taruffi, who hold second place in the championship (each with 13 points). The *marque's* wins have been at Pau (Ascari), Marseilles (Ascari), Berne (Taruffi), Monza (Farina), Spa (Ascari), and Rouen (Ascari).

### Formula 2 Mascratia

Misfortune overshadowed the first appearance of the new and graceful 2-litre six-cylinder Maserati cars at Monza (June 8), when Fangio crashed; while at Rouen (July 6) the cars appeared to lack low-speed acceleration; however, their potential strength is still uncertain. With two South American drivers, G. Bianco (Brazil) and Cantoni (Uruguay), Silverstone solved the query, for it was the Gordini team, with Johnny Behra, who won a tremendous victory over the Ferrari *équipe* in the Grand Prix de France at Rheims (July 2), and the defeat at Rouen which followed, that raises the most urgent conjecture. Developed by Amedée Gordini during the winter hibernation, and of six cylinders, 2-litre capacity, the motor carries all the hopes of France in an motor race. Robert Marnet and Jean Beaulieu will drive the Gordinis. Behra being still *hors de combat*.

Also from France is champion Louis Rosier (Ferrari), who won with a formula 1 Ferrari the Albi Grand Prix in June this year; from Switzerland comes champion Rudi Fischer and P. Hirt (Ferraris).

The British entry is formidable. Competition for the B.R.D.C. Gold Star for 1952 is intense, and when the race starts J. M. Hawthorn, S. Moss and L. Macklin will stand first, second and third, respectively, for the award. Hawthorn appears

again with the Cooper-Bristol, with which he has reaped a success-harvest this season at Goodwood, Boreham and Charterhall. Moss, who holds the Gold Star for 1950 and '51, drives the new E.R.A. Designed and developed during last winter and spring, powered by the Bristol engine, and is remarkable for its light weight. The car made its debut at the Grand Prix d'Europe, Spa (June 22). Engine trouble, however, prevented Moss from completing one lap.

The team of H.W.M. stalwarts includes Australian Tony Gaze, Lance Macklin (winner of the International Trophy, May 10, at Silverstone), Peter Collins (who finished second in the recent Sables d'Olonne), and Duncan Hamilton. H.W.M. have another good win behind them this year—that at Chimay, in the G.P. des Frontières, Belgium (on May 28). W. S. Aston will drive the Aston-Butterworth, powered by the 2-litre engine designed and constructed by Archie Butterworth, while Reg Parnell appears in a Cooper-Bristol. Wharton drives the only Frazer-Nash entered.

Of full *grande épreuve* dignity and length, the race will be run over 85 laps.

As sauce for the gander—and who has not liked the sauce sometimes as much as, if not more than, the bird?—are the *formule libre* (35 laps) and 500 c.c. race (15 laps); and a three-lap demonstration run by the Rover turbocar that attained 152.691 m.p.h. on the Jabbeke motor road.

Two B.R.M. cars are scheduled to appear, with drivers Gonzalez and Wharton, in the *formule libre*; Taruffi will handle the Thinwall Special (of Reg Parnell fame), and Chico Landi, on his first visit to England, will drive one of the two "Indianapolized" 4½-litre Ferrari cars. The five-hundred brigade, Arengo, Arnott, Cooper, Emeryson, Erskine Starie, F.H.B., Kieft, Leston, Mezzolitire, Smith, Wasp, and Revis must be left to fight it out.

## ENTRY LIST

British Grand Prix (85 laps), 11-40 A.M.  
Aite, 1960; A. G. Whitehead, Alton Butterworth, 1968; W. S. Aston, Cernuschi, 1968; McAlpine, E. H. Downing, Cooper-Bristles, 1971; J. M. Park, P. J. Whitham, 1972; D. Brown, E.R.A., 1971; S. Moss, Ferrari, 1968; R. Bard, R. Fischer, 1969; e.g. F. Hart, 1968; J. M. Park, P. J. Whitham, 1972; G. Parina, L. Ronier, Frazer-Nash, 1971; K. Wharton, Gardini, 1968; R. Manzoni, J. Behra, B. Biria, 1956; e.g. J. Grassie, H. Rind, 1968; W. G. Jackson, D. Halliday, D. Healey, Maserati, 1960; 1968; e.g. of Gleneden, N. Scheil, Maserati, 2,000; G. Bianco, R. Cantoni, Reservas, Cernuschi, 1968; J. M. Park, P. J. Whitham, 1972; T. A. D. Crooke).

598 a.s. race (15 pups), 19.15 a.m.

Arengo: C. G. Arengo.    Arnott: D. Taylor.  
Gosper: D. A. Clarke, M. A. H. Christie, J. Coombs.  
J. N. Cooper, S. Lewis-Evans, R. Reed, M. C.  
Kearon,    Nurse, M. Pugh, J. Reecy, A. C.  
Rippon, D. P. Truman, W. J. Whitehouse, G. H.  
Wicken.    Emeryson: P. H. Emery, K. Williams.  
Erskine Starling: J. D. Habin, A. Lons. F.M.B.:  
F. H. Bacon, J.B.S.: A. Moore.    Kieft: S. Moss.  
D. D. Headland, C. Lones, D. Parker, D. S. Shale,  
W. H. Davies, L. L.    Smith: W. H. Smith.  
C. S. Instone.    Smith: G. W. Smith.    Wasm:  
K. J. Moore.    Wynn: B. Ricknell.

[illegible]

**Admission Details**

Cars: all-in ticket, admitting all passengers. £1 5s. Grandstands: pits. £1 10s. south £1 5s. Car park, 10s.; motor cycles. 2s. 6d. Individual admission to course: 6s.

**Trains:** from Euston at 7.40 a.m. (19s 3d, including admission), from Watford Junction, 8.5 a.m. (15s 6d, including admission).

**B.B.C. broadcasts:** Light Programme: 11.40 a.m.-12 noon, 1.35-1.45 p.m., 2.40 to 2.50 p.m.

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# DALE COUNTRY

*Seclusion and Charm in the Valleys of  
the Dove and Manifold*

By Frank Rodgers

**D**EEP in England, secluded, unspoiled, yet situated within 60 miles of a quarter of the population, lie the valleys of the Rivers Dove and Manifold. For centuries men have sung the praises of Dovedale; its fame has spread across the world; and now, together with The Peak, it forms the first of the British National Parks. This wooded gorge of Dovedale represents all that is grand in English scenery, yet to many it is still only a pretty name, despite the fact that the great cities of industry, including Manchester, Sheffield, Leicester, Nottingham, Birmingham and Stoke, all lie within a 60-mile radius of it. Of the thousands who claim to have seen Dovedale, the majority have travelled no farther than the Stepping Stones at the southern entrance, thus having no more than a glimpse through, as it were, a slightly open door.

Probably more has been written about that stretch of the Dove between Hartington and Ilam than of any other river in the area, yet no town lies upon its banks, and no main road or railway runs across it. It owes its fame to the incomparable combination of rock and river, flowers and trees. The swift-flowing waters are crystal clear on a rocky bed; many weirs form still pools reflecting limestone pinnacles and bastions, or are overshadowed by crags that tower 500ft above. For eight miles the Dove winds a course from the ancient market town of Hartington through Beresford Dale, Wolfescote Dale, Milldale and Dovedale, to its confluence with the Manifold near Ilam. This capricious stream—for it flows for three miles underground during dry spells—is not so well known as the Dove, but its charms are varied and it is high on the list for a visitor to the district.

## Temple of Fish

The hills through which these two rivers have been carving their gorges since the dawn of time are interlaced with the white loose-stoned walls of the Lower Peak where villages of limestone take scant shelter among the trees and attract the tourist with their church towers. "Why, I see you have religion in these parts," Izaak Walton quipped to his friend Charles Cotton long ago, when the two spent their happy leisure fishing here and eating their catch in the Fishing Temple that still stands in Beresford Dale.

For an itinerary, Ashbourne, another ancient market town situated a few miles south of Dovedale, is a good centre. Here Bonnie Prince Charlie was proclaimed King of England during his march on London in 1745, but a few days later he passed through again in retreat, to death at Culloden. The slender spire of Ashbourne Church, Pride of the Peak, whose bells inspired Thomas Moore to compose "Those Evening Bells," shelters the wonderful sculpture by Banks, of a child in sleep, which has been compared with Chantrey's "Sleeping Child" in Lichfield Cathedral.

The road to Dovedale goes through Thorpe towards Ilam and with a sharp turn through the gates of the Isaak Walton Hotel runs along the bank of the Dove and between the towering heights of Burster and Thorpe Cloud until the



Tinington, where the wells are dressed on Ascension Day and even the ducks are leised. The little building by the water is the Fishing Temple at Beresford Dale.



road ends at the Stepping Stones. You may pause here but not park the car; if you wish to walk up the dale (and Dovedale cannot be seen without doing so) the car can be left in a small field a short distance down the road. The ice cream and mineral stall may jar on the eye as you start up the dale, but your offended aesthetic taste will no doubt be appeased by the physical taste on your return from the two- or three-mile walk.

The names of the strange limestone formations that tower

## DALE COUNTRY — continued —



Caves and natural formations abound in a limestone country. Here is Thor's Cave, in the Manifold Valley.

beside the river are not to be catalogued here, but mention must be made of the huge arch of Reynard's Cave high up the steep hillside, the amazing likeness in the Lion's Head Rock, and the cavernous "swallet" holes carved from the foot of the 300ft-high Nabbs. Here you should turn back, past Hurts Wood, usually aglow with daffodils in spring, where the tang of a wood fire might tempt you to take a cup of tea.

The road continues to Ilam, where the gates of the Hall are open, for it is the largest hostel of the Y.H.A. Within the grounds are the ancient church with a Saxon cross and font and, a modern treasure, a sculptured group by Chantry. This and the village cross are in memory of the Watts-Russell family who once owned the Hall. You may trace the Manifold for a few yards to the spot where it surges up from beneath a cliff after its three-mile journey underground, a fact which Dr. Johnson, in his usual dogmatic manner, refused to believe. Here, in a grotto in the rocks above, Congreve, whose ancestors built the Hall, wrote "The Saints' Everlasting Rest." From the terraced gardens you look away towards the conical mass of Thorpe Cloud.

### Brink of the Valley

A long climb from Ilam leads over the windy hill-tops, and a left turn through Wetton brings you suddenly to the brink of the Manifold Valley a few miles north of Ilam. The road slips away down the valley side; and towering 300ft above the stream is the rocky tor with Thor's Cave near the summit. Prehistoric man and animals now extinct have blessed its shelter and its almost impregnable position. It is one of the most interesting sights in the Manifold Valley, although a walk down the dale on the tarmac path, which a few years ago replaced a light-gauge railway, is well worth while. A few small stations still stand beside the path as shelters.

The road continues up the dale to Wetton Mill, a National Trust farm where teas can be bought; you leave the car in a "green" car park after crossing a water-splash. The road passes through one or two gates before joining a secondary road which leads to Hartington on the right. A red-stone church tower, strange in these parts where the predominant colour for building is white limestone darkened with age to a soft grey, overlooks the cluster of houses around the village pond.

It is from Hartington that people usually visit the Fishing Temple in Beresford Dale a few fields away. This exquisite little building, built in 1674 by Cotton, whose hall stands in ruins on a promontory overlooking the dale, is now under the care of the Office of Works, and is a place of pilgrimage for anglers. Here on this flat, green peninsula Walton and Cotton ate their catch, discussed the art and

no doubt dreamed of fishing, nearly 300 years ago. No wonder Cotton was moved to write:

Good God! how sweet are all things here,  
How beautiful the fields appear;  
How cleanly do we feed and lie;  
Lord! What good hours do we keep,  
How quietly we sleep;  
What peace what unanimity:  
How innocent from the lewd fashion,  
Is all our business, all our recreation!

Over the doorway are their entwined initials, together with the words "Piscatoribus Sacrum," and even today these words—"Sacred to Fishermen"—are still true.

From Hartington back towards the Manifold a road leads uphill to Alstonfield. Before this village is reached, however, a digression can be made left down to the ford in Beresford Dale, where a visit to the Temple would include Pike Pool, so the visitor has two choices of approach to the dale. The church of Alstonfield was the one of Walton's quip mentioned earlier, and the pew of the Cotton family is its major attraction. The road drops steeply into Milldale, and from the village a walk of about two miles downstream brings you to the Nabbs, the point that can be reached from the Stepping Stones if you walk upstream. The tiny packhorse bridge in Milldale village excites interest as it did in Walton's time. "Why, 'tis but two fingers broad; a wheelbarrow could scarce go over it," Viator said in *The Compleat Angler*, and today it is referred to as either Viator's or the Wheelbarrow Bridge.

A steep hill from Lodemill climbs to the Ashbourne-Buxton road, and a straight run into Ashbourne is possible. You should not visit the district, however, without seeing Tissington, voted as Derbyshire's loveliest village; a left turn through a stone gateway leads beneath an avenue of limes droning with bees in the springtime. Famous for its ancient custom of Dressing the Wells on Ascension Day, Tissington is as charming as its name suggests. Grey stone cottages surround its green, the Norman church on a gentle rise looks across to the delightful Elizabethan Hall, and the silvery trunks of the beeches reflect in the village pond. Life in Tissington seems personified in the leisured way in which the ducks cross the grass to take to the water.

The ideal stay in this lovely area of Staffordshire and Derbyshire (for the Dove forms the boundary) is perhaps a long weekend, but the dales through which the Dove flows can be walked in a day if someone takes the car from point to point. There is the Green Man at Ashbourne, where Dr. Johnson stayed, The Peveril at Thorpe, the Isaak Walton, near the entrance to Dove Dale, the Charles Cotton at Hartington, and the New Inn on the Buxton road near Milldale, together with smaller hostels and numerous cottages where meals are procurable. But do not visit Dove Dale on Bank Holidays!

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Between the Indian frontier and Khatmandu, capital of Nepal, there are 15 miles of mountain track. A Rover for Mr. R. G. Kilburne, of the British Embassy there, was carried along this track by 48 Gurkha carriers, with 135 relief carriers and women and children. The wheels were removed but there was no other dismantling.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

### THINNING-DOWN

Experience of Omnibus Companies

[64314].—Readers who were surprised at Mr. R. A. Clegg [64295] having adopted an S.A.E.5 grade oil not only for the engine of his car but also for his gear box and axle, may be interested to know that several bus companies, in their search for greater fuel economy, are experimenting with the use of ultra-low-viscosity lubricants in their diesel engines.

One has gone so far as gradually to convert the whole of its fleet of some 400 buses to run on an S.A.E.5 oil. As a result of this programme the average miles per gallon figure has risen steadily from about 11.8 at the beginning of 1951, when the change-over was started, to about 14.25 at the present time. When one realizes that this fleet operates more than a million miles a month the value of the improvement can be appreciated. But as important is the fact that the change-over has been accompanied by no apparent increase in bearing or cylinder-bore wear, nor in the incidence of mechanical trouble. A slight increase in lubricating oil consumption, more marked, as one might expect, in already worn engines which have been changed over to run on thin oil, has been experienced, but the increase is completely outbalanced by the saving in fuel. Another incidental advantage is the greater ease with which the diesel engines can be started from cold.

This company is now carrying out further tests using the same low-viscosity oils in the axles and gear boxes of a limited number of double-deckers and a further improvement of over 0.25 m.p.g. has been recorded.

You do right, however, to warn your readers, for, certainly with diesel engines in which bearing pressures are high, other characteristics of the oil—its film strength, for example—are at least as important in achieving satisfactory results as its low viscosity.

P. M. A. THOMAS,

London, S.E.1. Technical Editor, *Bus and Coach*.

### Heavy Transport Using S.A.E.10

[64315].—I agree entirely with the remarks of Mr. R. A. Clegg [64295]. I run a Hillman Minx with S.A.E.10 in the summer and S.A.E.5 in winter and average 40 m.p.g. Oil consumption, after 32,000 miles, is negligible. Most heavy transport in this country is going over to S.A.E.10 oils and much experimental running is being done on S.A.E.5. There is no reason for using thick oils; it is a fact that oil temperatures drop considerably when using thinner oils and lubrication when cold is very much improved.

H. M. BOWES-LYON.

Shaldon, Devon.

### CROSSINGS

An Unhappily Common Incident

[64316].—I reply to Mr. J. A. Cottrell [64281] and your own comment. A fortnight ago, coming from the west through Honiton High Street, a driver in front of me, just on the edge of a zebra, stopped dead. A girl of about nine and two little boys, hand in hand, had darted from between parked cars, right across his bows. He stopped within three feet, his front wheels on the crossing. The children ran gleefully across the other half and disappeared. I tried to stop with all I had, but could not quite do so, and turned to avoid. The left curled end of my bumpers crumpled his metal skirting, costing me some pounds to put right. The local policeman had a look, after slight delay in finding him, and said this was "another of them—fifteen of these a day or two ago—the local children do it for a lark" or words to that effect. Our speed was ten miles per hour and the distance between us twelve to fourteen feet, but he had a 1939 Standard Twelve with strong hydraulic brakes and an immediate reflex action, while I had a heavy Sunbeam Twenty with servo-

## CORRESPONDENCE

continued

assisted braking, which consequently needed a split second before the full braking power came on. Suppose I had been the one just on the crossing! Mr. Cottrell would disqualify me for life, I see. I consider his unqualified first paragraph impossibly dictatorial, and suggest he has a run down to Honiton, where he stands a fine chance of being hoist with his own petard.

I have reported this to the A.A., who are taking it up with Exeter Traffic H.Q. Comment: Honiton is a black spot; cars were parked one or two deep, practically without a break, on each side of the (wide) mile; the pavement ends of crossings were completely obscured and there were no controls on any crossings.

Canterbury.

W. A. KENNETT.

## SQUARE ENGINES

Authorities Discussed Them in 1913

[64317].—In view of the present discussion about "square engines," I was interested to read in Mr. Minchin's *Under my Bonnet* that in 1913 a similar discussion was initiated between Messrs. Coatsen of Sunbeam and Pomeroy of Vauxhall.

Liverpool, 9.

D. L. BOYD (15 years old).

## ILLUSIONS

The Strange Case of the Straying Bentley

[64318].—You ask, in your report on the Bugatti Silverstone (June 20), where I went to before Copse in the last race. The answer is that, owing to entering this race at the last minute, I had started without switching my petrol tap to the reserve position and consequently ran out of fuel and had to stop and switch over.

Shortly after I had stopped at the side of the track in the normal way I saw what was apparently a piece of fast-moving agricultural machinery moving through the cornfield some distance to my right. Your reporter evidently mistook this contraption for my car as it was nicely decked out in British racing green and had a winged "B" on the front of the engine cover. Had your reporter looked more closely he would have seen that it did not have a Bentley radiator and, as far as I could see, had no body behind the ploughman's seat, the space normally occupied by the tonneau containing what appeared to be a T.V.O. tank.

It was going quite fast; I suppose that seeing all this motor racing every Saturday encourages the local farmers to do a bit of secret tuning on their machines.

J. H. BAILEY.

Woking, Surrey.

[From the stands at the finish, Major Bailey's Bentley appeared to a quite sober reporter to take to the cornfield and go round the wrong side of the warning sign for Copse Corner.—Ed.]

## THE VOYAGE PERILOUS

Suggested Short-cuts in London

[64319].—As one who drives in and around the City and West End almost daily I found J. R. Davey's article (June 27) of particular interest and amusement; who of us has not at some time tried the strong nerve tactics? His "taxi bully" is known to us all and I regret to note that some bus drivers are inclined to adopt this attitude. I think, however, that the bully is indifferent in his attacks, but that the owner of a new "shiny one" tends to give way.

As a frequent user of taxi cabs I am always interested in the routes they take, and have, by following them myself, saved a lot of time. One very good one is from the Whitehall area to Fleet Street via Whitehall Court and Villiers Street, thus cutting out Trafalgar Square. Villiers Street is very narrow, but it is one-way and police controlled at the Strand end; I have been surprised at the number of my motorist friends who do not know it. On the other hand, the route from Victoria to the West End via The Mall, Pall Mall and Lower Regent Street I do not follow. When paying the driver I sometimes comment on the route taken and suggest an alternative one, usually receiving a growl or grin according to the type of driver.

I deprecate most strongly the "convenient malpractice" of the right turn as depicted in your right-hand diagram. This is really the reason of my letter, as it is the cause of many accidents, more near-accidents and many hold-ups and should be absolutely illegal. Taxi drivers are great offenders in this type of right turning.

Visualize the car coming towards one in the right-hand diagram as a large covered lorry and the cyclist, who is turning left in the picture, as coming straight down; the makings of an accident are obvious. In fact, I write with feeling as I was involved in such an accident. The turn was forced on me by a large lorry and the cyclist ran into me, fortunately without serious injury. Furthermore, one has no idea what is coming along straight and, for myself, I am most apprehensive when forced to turn in this manner. Please do all you can to discourage this form of turning.

I have been a reader of *The Autocar* for many years and always find it most useful and interesting.

Cheam, Surrey.

M. W. MAGYAR.

## LEAF SPRINGS

Retardation by Dampers is Better than No Lubrication

[64320].—In "Service Viewpoint" (June 20) Tunessmith argues in favour of providing internal friction in laminated springs by refraining from lubricating them.

He is correct in concluding that retarding friction is desirable but omits to take into consideration that the amount of retardation desirable is different on the up and down strokes of the spring.

The best results are therefore obtained by obviating interleaf friction as far as is possible by lubrication and thereafter re-introducing retardation in a properly controlled form by means of dampers. Provided leaf springs are properly lubricated, and protected, and dampers maintained in good order, suspension characteristics will remain stable. Unlubricated and unprotected springs will have erratic characteristics dependent on conditions.

Incidentally, if interleaf friction is desirable or essential the absence of any corresponding retarding force in coil springs and torsion bars suggests that these more modern suspensions are inferior to leaf springs. Common experience is surely to the contrary.

Tunessmith has drawn his conclusions from experience with a car which became unmanageable after spraying the springs. I venture to suggest that this car was not fitted with dampers, or if it was, then they were either not working, or had been incorrectly adjusted.

J. S. JACKSON, A.M.I.Mech.E.

London, W.5.

## LE MANS

Traditional Open Styling Now Outclassed

[64321].—On returning from Le Mans it is even more evident than it was on the evening after the race that we shall have to do very much better next year if we are not going to lose our hard-won prestige caused by last year's win. It was quite evident in the 2-litre class that the Frazer-Nashes are now no match in speed for the Lancia Aurelias. The contrast between the silence, smoothness and train-like reliability of these comfortable and normal-looking saloons and the comparative noisiness and bustle of the Frazer-Nashes, stripped two-seaters on which it would be very difficult to find room to stow a sponge bag, was very marked and one heard many comments amongst the spectators to this effect.

It is sad, too, that the above comments apply with equal force to the R1 Jupiters in comparison with the Porsches, not to mention the incredible Osca. I wonder if it is generally realized in this country that when the 1,500 c.c. Porsche of Martin and Lachaize was disqualified for a technical breach of the regulations (not stopping its engine when receiving instructions from the pit) it was no fewer than twenty-three laps, or 200 miles, ahead of the Jupiter. Such was the measure of its superiority in speed. Had it been allowed to continue, it is probable that it would have finished impressively high in the race at an average speed which would have been well up into the 80s.

I have not yet had an opportunity of looking up the lap times in detail, but this car, which was running with complete regularity, was lapping at well over 90 miles per hour, which would presuppose a speed down the Mulsanne straight of approximately 120. A formidable speed for a very normal-looking 1,500 c.c. saloon but not so strange when you remember that a similar car holds world's records for 1,000 kilometres at over 115 m.p.h.

I think it has to be faced that in these two classes at least we are trying to win with a type of machine, the unstreamlined open two-seater, which has already had its day for this type of event, even if it is still suitable for and capable of winning shorter races. It is now quite evident that truly aerodynamic closed bodywork can produce maximum speeds from engines of moderate b.h.p.

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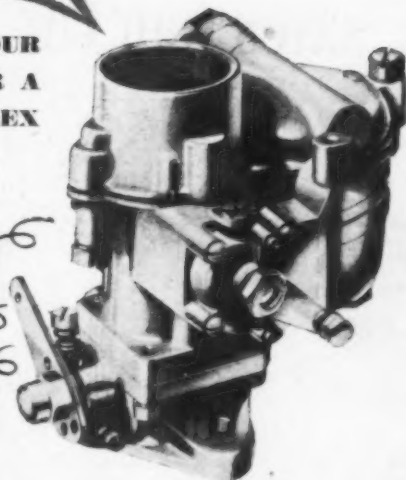
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## CORRESPONDENCE

continued

in the order of 15 to 20 per cent higher than those of their counterparts in the shape of the stripped two-seaters. In a race of this type, with its long straight and consequent emphasis on top speed, higher top gears can be employed and engines of this type of car can have an easier time, taking long strides, as it were, in an overdrive or its equivalent, while their opponents in the starker type of car are forced to use much lower gears to overcome the head resistance of their cars at the higher speeds.

Seventeen years ago the 1,500 c.c. record was held by Aston Martin, who covered 1,802 miles. In 1950, fifteen years later, this was narrowly beaten by a margin of 14 miles only. Subsequent wins in this class have failed to improve upon this figure. How could a marked improvement be expected, when we use engines developing about the same b.h.p. per litre figure as in 1935; i.e., about 44, housed in chassis of approximately the same weight and frontal area, and clad in bodies of no aerodynamic significance?

MAJOR.

Lytham, Lancashire.

## PLAIN CLOTHES

Objections a Matter of Principle

[64322.]—I think that your Editorial comment on the question of plain clothes patrol police (July 4) should be taken with considerable caution. You state that you are in favour of this method of police action, if the figures prove that, indeed, road casualties are reduced thereby. Statistics can, however, be very misleading, and figures can be made to assume quite out-of-proportion appearances, especially in the hands of the statistician.

The general objection to the plain-clothes policeman is the question of principle; to my mind it comes under the heading of Gestapo. Whilst it may be legitimate to catch a criminal by the "disguise" method, one can hardly say that the average motorist is a criminal. A large proportion of dangerous driving is owed, first, to selfishness, secondly to pure lack of road sense, coupled often with a low mentality, and thirdly, fatigue or mental strain.

It should not be beyond the capabilities of the police force to obtain the results they require by the more orthodox method of police patrols. Indeed, the sight of a uniformed patrol outfit would be a far better deterrent to the potential dangerous driver. To approach the problem in the manner the police have done shows bad psychology and a complete misunderstanding of the problem before them.

CLIVE EDWARDS (Bart.).

Bicester, Oxfordshire.

## SPORTSMANSHIP

The Germans at Le Mans

[64323.]—May I reply to the letter of Mr. John Bullock [64289]? Does Mr. Bullock expect the win by the Germans to be applauded by the French after what France, her men, women and children, have suffered?

I have friends in France who suffered mental and physical horrors too dreadful to mention. Let Mr. Bullock turn to the current *Guide Michelin* and look up the little town of Oradour, near Limoges, and see what it says.

Had the Germans, with the team manager "roaring like a bull," as described by Gordon Wilkins, had a vestige of decency, they would have chosen somewhere else to demonstrate their products. In any case, had the Talbot had a relief driver these Germans would not have won.

MAURICE SAMPSON.

London, N.W.11

[*"Oradour-sur-Glane: Bourg entièrement incendié par les Allemands le 10 Juin 1944 (après massacre de sa population)."*—Ed.]

## Fair Reception of German Victory

[64324.]—The terms of Mr. John Bullock's letter [64289] appear to be a trifle ambiguous and I therefore reply with a certain amount of diffidence. It is not very clear how far he is referring to the reactions of the crowd at 4 p.m. on June 15 and how far he is thinking of what may have been said or written here or in France since. In any case, the matter is obviously so important that a few comments by one who witnessed the finish can hardly be out of place. I was in the tribune, practically opposite the finishing line, until about 5 p.m. and I can assure Mr. Bullock that the German success was cheered in a thoroughly sporting spirit. The most that could be said, as far as my observations went, was that the result did not evoke quite the same sort

of enthusiasm as a French (or, indeed, a British) win might have been expected to produce. To this it is only proper to add that the finish was not in any sense a dramatic or exciting one, and that fact undoubtedly affected the reactions of the public. It must be remembered that a Mercedes victory had been virtually a foregone conclusion for more than an hour and a crowd, in any country, will very quickly lose interest in such circumstances.

I observed that one of the winning drivers (I do not know which) came forward immediately after the finish and shook hands with Levegh, and it was evident that he was congratulating the French driver on his fine effort. This incident led to a renewed outburst of cheering.

No doubt there are always people everywhere who are ready to make journalistic capital out of events of this kind, but the attitude of all the more responsible and authoritative elements of the French Press seems to have been that the Germans deserved their success and that it was the business of France to look to her laurels next time.

JOHN H. AHERN.

London, W.1.

## INDICATORS

A Younger Reader's Observations

[64325.]—Although only a junior reader of your journal, I have been following the correspondence concerning the winking type traffic indicators.

I went to Switzerland last Easter, and it was there that I first came across this type. It seems to me that in daytime, from the front, the indicators are almost invisible, while if an indicator arm were used this would be seen much more clearly.

At night time it seems to be quite a good idea, but I don't think that it can surpass the system fitted on most British cars. The winking system, I noticed (when I noticed it), was mainly on American cars, but a few of the more modern Continental cars were fitted with this device.

It seems to me quite useless, and even dangerous in the daytime, as pedestrians watch a car's indicator to see which way it will turn, and if they cannot see it, this might cause an accident. It appears to work all right in the night, but is certainly no improvement on the arm at the side system.

RICHARD COLINGRIDGE  
(aged 14).

Caterham, Surrey.



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## "THE AUTOCAR" READERS' SERVICE

### Third-party Insurance

*My insurance policy indemnifies me against third-party claims while driving someone else's car. It also indemnifies anyone else who drives my own car (with my consent) "provided that such person is not entitled to indemnity under any other policy."*

Suppose a friend holding an identical policy drives my car and incurs a third-party claim. It seems to me that my insurance company could refuse liability on the ground that my friend is "entitled to indemnity" under his own policy, and that my friend's company could refuse liability on the ground that he is "entitled to indemnity" under mine.

The obvious intention is that one claimant shall not make two claims for one accident, but it seems that the phrase quoted above could give rise to the deadlock I have suggested.

How would such a contradictory situation be resolved? A. F. H. S.  
Manchester, 20.

THIS is difficult to answer briefly but, generalizing, each individual case must depend upon the terms of the policy. Obviously the clause can result in an inextricable circle, but it is a *reductio ad absurdum* for both to be able to plead it successively.

Of course, it must be accepted that there is goodwill on the part of insurers in the settling of claims. The insurance market as a whole is so particular over settlements that, for instance, with risks against which it is compulsory to insure, they have jointly created the Motor Insurers' Bureau to meet third-party claims which it is quite legitimate for the original insurer to reject, as, for example, when a driver of a stolen car cannot be traced. There are also various agreements amongst themselves on the lines of the "knock for knock."

A well-known case where two companies repudiated a claim occurred in 1928, and the court held that in each policy the condition relating to rateable contribution must be read as qualifying the clause excluding liability and that each insurer must pay half the indemnity. This rateable valuation clause is normally found under the heading of Conditions in the policy and, roughly, the general custom today is for each company to pay half the amount involved.

The whole position is anomalous, but the courts would not accept that they could both avoid liability on the grounds of that particular clause.

### Disengaging Gears

*After a complete engine overhaul my post-war Ten is running very well, but third gear sometimes pumps out. This usually happens when the engine is on the overrun. What is likely to be wrong?*

Ilford, Essex.

P. L. G.

AS a general rule the cause of gears disengaging themselves is too much play between the splined bore of the gear and the splines on the shaft. If the gear is a loose fit on the shaft it can tilt, so that its teeth present a slight angle to the teeth of the mating gear. This introduces an un-wedged action, so that the movable

gear moves sideways and overpowers the detent ball and spring. The proper remedy is a new gear and a new shaft. Considerably stronger detent springs might provide a temporary remedy.

### Popping Back

*Under full throttle conditions my car has started blowing back through the carburettor. This happens on hills or going hard on the level. It can be stopped by easing back the throttle pedal. What are the likely causes?*

Birmingham, 32.

J. P. G.

YOUR trouble may be caused by incorrect mixture strength at full-throttle. Popping back through the carburettors would indicate a weak mixture, but there is always the possibility of an error in the valve timing.

### Oil Leak

*I have recently had the engine in my car recomended, and now there is an oil leak, the oil coming from the bottom of the clutch housing. I have inspected the rear main bearing which seems quite in order (and oil pressure is good). Would you inform me of a possible cause?*

Sittingbourne, Kent.

J. R. B.

THE appearance of oil in the bottom of the clutch housing usually indicates a fault in the back main bearing or the rear end oil seal or oil thrower return mechanism. If all these components are functioning correctly, an increase in crankcase internal pressure caused by a blocked crankcase breather may tend to force out the oil.

### Clutchless Driving

*Recently the clutch cable of a pre-war car broke and the owner, being unable to engage the gears, had to be towed to a garage. I have often heard that it is quite possible to move away and to change gear without using the clutch. What technique should one adopt to do this, assuming that the car does not possess a free-wheel device?*

Boston, Lincolnshire.

R. D.

A SKILFUL driver can change gear without the clutch by getting his timing absolutely perfect. The clutch, of course, is only an aid to changing gear, not an essential.

One snicks the gear into neutral just as one releases the throttle and adjusts engine speed, in relation to road speed and gear required, so that the lever will slip into the next gear.

Starting from rest is different, however. It is possible to engage bottom gear and operate the starter. A car with a good battery will do this, on level ground. Of course, halts are made deliberately on downhill slopes.

However, it must be emphasized that this method of getting home can result in severe damage if any mistakes are made.

○ A stamped self-addressed envelope, or an international or Imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general questions are dealt with, and should be addressed to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Queries should not be submitted which are the normal business of manufacturers' service departments.

### Taxing Conversions

*If I convert my small van into an estate-type car, with extra side windows and seats which fold flat, do I make myself liable for any extra purchase tax? Could the vehicle then be taxed at the car rate?*

Caterham, Surrey.

D. H. C.

PURCHASE tax on the van would be payable (under Section 16-18 of the Finance Act, 1946) on the full wholesale value of the finished estate-type car at the current rate (at present this is 66½ per cent). The only deduction allowable will be the amount of tax, if any, which has already been paid on the chassis. If you intend to have the vehicle taxed only for private purposes you would not be able to use it for carrying any type of goods whatsoever.

### Running-on

*In the answers given to correspondents concerning running-on, I have never seen the method I use, which is quite effective. As I switch off I pull the choke right out, and this stops the engine immediately. Is this method likely to have any adverse effect on the engine?*

Rotherham, Yorkshire.

M. S.

YOUR method of stopping your car from running-on is a bad one, as it results in a final shot of petrol in the combustion chambers, washing away and contaminating the oil. This is why it is never recommended in spite of its effectiveness. Although running-on sounds unpleasant, we have not heard of any damage ensuing as a result of the phenomenon so that there is, perhaps, less need to worry about it than is popularly supposed.

### Four-wheel Brakes

*I am thinking of putting four-wheel brakes on my 1930 Austin Seven. It seems to be a fairly simple job of fitting a drop arm to the existing brake pedal cross shaft and connecting up to the front wheel brakes. However, I may have overlooked something.*

Wellington, Somerset.

J. G. B.

IT is possible to convert a 1930 Austin Seven to four-wheel braking on the lines that you have suggested, but you may find that it is necessary to increase the leverage ratio slightly for the front brakes, to counteract weight transference forward under braking conditions.



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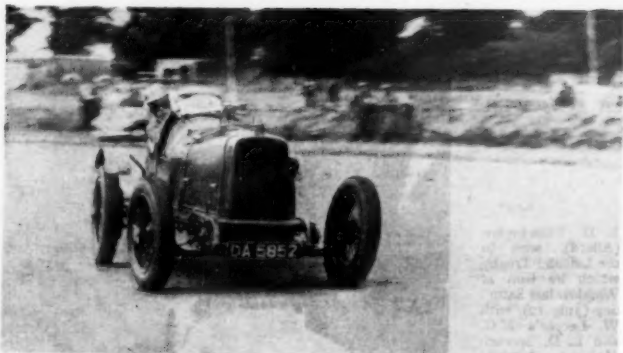


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J. G. Sears, sliding the 1914 G.P. Sunbeam, demonstrates the stability of the car at Silverstone on July 12.

## Vintage Silverstone

LIKE plays, some events start scrappily and then quickly and imperceptibly gain quality and tempo and end as memorable experiences. Such was the V.S.C.C. Silverstone last Saturday. The day opened with a parade of winners of the *concours d'élégance* of competitors' and spectators' cars—a fine idea, but they invaded the track unheralded and only circulated once—many missed the spectacle while munching sandwiches. What a pity they did not do two laps later in the programme!

The first three races were handicaps for mixed cars—mostly vintage—and it was good to see John Bolster driving "Mary" again in the second race, his first drive in a race since his bad accident at Silverstone some years ago. In this race, C. M. Sears' Frazer-Nash started motoring really well but could not overcome a very stiff handicap.

By the third race things were warming up and J. G. Vessey won after a more than spirited drive with his Lancia Lambda special, equalled in virtuosity by Sears in the 1914 T.T. Sunbeam. The event for chain-driven Frazer-Nash cars was superb and one and all maintained the best vintage traditions of "having a go."

The main attraction of the day was the 100 kilometre Seaman Trophy race for vintage and historic racing cars. Unfortunately there were six non-starters out of 15 runners and one wonders if this race is not too long for these cars, all of which are

old and expensive to maintain and repair. Dennis Poore in the 3.8 Alfa had things all his own way and won from A. G. Whitehead, E.R.A.

Most V.S.C.C. meetings have a race for Edwardians—those most delightful of cars (pre-1914) of which luckily there are still quite a number running. The handicappers had rather given this race to Boris Samuelson's Rolls-Royce—but in no way spoilt the pleasure of seeing Hutton-Stott and Barker revelling in the roll and luxury of their Lancasters, Lord Charnwood in the 1911 Delage, the two 1914 T.T. Sunbeams and others. Bob Ewen in the Itala managed second place with Sears' Sunbeam a good third.

Two more handicaps followed and still the pace and driving seemed to get even more enthusiastic than before, then high drama occurred. Sam Clutton, who perhaps more than anyone is responsible for the status of this club, was driving the 10-litre Delage which held the land speed record in 1923. As he came down towards Woodcote early in the race the car was on fire with streams of flame behind. Although half out of the car he drove down the straight and off the course into the protecting bank; he was thrown clear and the car continued to burn furiously for some time. Clutton was taken to hospital with burns, but his determination had avoided a possible disaster.

The race of the day turned out to be the last event, a relay, with the Frazer-Nashes

out for blood. The cars were going round Copse as if the devil himself was on their tail, and not until the last lap did they grab victory from the Bugatti team!

**RESULTS**  
**Handicap races (5 laps):** Vintage: 1. Austin 747 (G. E. Pinkerton), 5m 55s handicap, 50.0 m.p.h.; 2. Bugatti 1.496 (A. P. Eminton), 5m 15s. **Non-vintage:** 1. Aston Martin 1.965 (A. A. O. Cuddey), 1m 50s handicap, 56.09 m.p.h.; 2. Riley-wood, 1m 50s handicap, 56.09 m.p.h.; 3. Riley-M.G. 1.077 (G. R. Stokes), 1m 15s handicap, 56.09 m.p.h.; 4. Sunbeam 2.564 (G. H. Rolfe), 2m 10s. **Frazer-Nash and G.M. cars (chain-driven):** 1. Frazer-Nash 1.496 (H. C. G. Palmer), 5m 55s handicap, 61.50 m.p.h.; 2. Frazer-Nash 1.496 (B. E. Brown), 5m 25s. **Relay:** 1. E.R.A. 1.448 (G. H. Rolfe), 65.54 m.p.h.; 2. Bentley 4.570 (G. O. McDonald).

**Richard Seaman Memorial Trophy (vintage and historic racing cars), 20 laps:** 1. Alfa Romeo 2.800 (H. D. Poore), 74.12 m.p.h.; 2. E.R.A. 1.448 (G. Whitehead), 73.1 E.R.A. 1.448 (C. J. Hamilton). **Edwardian cars (handicap, 5 laps):** 1. Rolls-Royce 7.410 (B. H. F. Samuelson), 1m 45s handicap, 49.12 m.p.h.; 2. Bentley 4.570 (G. O. McDonald), 4.44s (J. H. Bailey), 1m 10s handicap, 64.97 m.p.h.; 3. Bugatti 1.965 (H. O. Jones), 2m 20s. **Non-vintage (handicap, 10 laps):** 1. E.R.A. 1.448 (G. Whitehead), 75.06 m.p.h.; 2. Riley-M.G. 1.069 (G. R. Stokes), 4m 20s.

## Leinster "200"

DRIVING a 3,917 c.c. Allard, J. D. Titterington, of Belfast, won the Leinster "200" on the Wicklow circuit last Saturday at an average speed of 78.36 m.p.h. He had not figured prominently in the race until the tenth lap, when he was lying in tenth position. Within three laps he had improved his position to third, and in the fifteenth lap he was 35 sec ahead of the nearest rival. Further improving his position in the last two laps, he reached the finishing line an easy winner. Second was J. J. Flynn in an M.G., who came up from sixth.

Prime interest in the early laps centred on W. R. Baird with his black 1.496 c.c. Baird-Griffin special. From a standing start he recorded 82.71 m.p.h. and then set a record at 85.06 m.p.h.

In the third lap, he struck the roadside margin at Ballyteskin, a mile from Wicklow town, but recovered skilfully. In the next lap, however, at exactly the same point, Baird again struck the margin. His car tore along the side of the fence, cut clean through a telegraph pole, and rolled. Baird, fortunately, was unhurt.

Lying across the road, his car obstructed D. Griffin, who was coming up hard behind him with his 1,980 c.c. Ferrari. Griffin, in avoiding the car, struck the right-hand fence a glancing blow, but recovered safely and pressed on.

Titterington came into the picture after this accident, and somewhat restored the damped interest of the spectators. For some time he duelled with J. J. Kelly, of Dublin, who had been regarded as Baird's greatest rival for first place, and put on extra pace after the crash. In the seventh lap, however, Kelly had to retire with mechanical trouble. Griffin, the remaining scratch man, made up time he had lost as a result of his team-mate's misfortune, and improved his position but still never really came within striking distance of Titterington and Flynn. However, he took first place in the scratch event for formula 3 cars with an average speed of 75.53 m.p.h.

Fastest lap by a sports car was made by J. H. Walton at 81.6 m.p.h. Entering the last lap, Walton was lying second, but met with mechanical trouble and eventually did well to limp home seventh.

**RESULTS**  
**Handicap (16 laps of 5.34-mile circuit):** 1. Allard 2.817 (J. D. Titterington), 1 lap handicap, 78.36 m.p.h.; 2. M.G. 1.140 (J. J. Flynn), 1 lap, 72.84 m.p.h.; 3. M.G. 1.250 (B. McCaldin), 2 laps 5m 26.52. **Scratch race:** 1. Ferrari 1.980 (D. Griffin), 75.53 m.p.h.; 2. J. P. Vincent 600 (M. Watson), 75.54 m.p.h.; 3. M.G. 1.140 (J. J. Flynn). **Sports class:** 1. Allard 2.817 (J. D. Titterington), 78.50 m.p.h.; 2. Frazer-Nash (J. H. Walton), 77.75; 3. Frazer-Nash-B.M.W. (G. Eyre), 76.82. **Fastest lap:** Ferrari 2.700 (B. Baird), 85.06 m.p.h. **Fastest lap by sports car:** Frazer-Nash 1.971 (J. H. Walton), 81.6 m.p.h.



The Delage after its disastrous fire. A cylinder (each is separate) is reported to have come off and fractured a petrol pipe.

# THE SPORT

by J. A. COOPER

I HAVE always admired the successful compromise. There is something dauntless about the persons, who, having to make the choice between the trifle and the peaches, can contrive quite gracefully to have a bit of both. Not for him the punishment of regret at having, in a flustered moment, chosen wrongly. Thus, the inclusion of both formulae (two and one) in the International Daily Mail Trophy race is both courageous and satisfying. Organized by the West Essex Car Club, the pioneers of Boreham, the race will cover 67 laps of the 3-mile circuit on Saturday, August 2. Separate and equal awards will grace both formulae—£500 for the winners, half that sum for runners-up, and £100 each for third-place men. The field will be limited to 30 cars. It is understood that the B.R.M. cars are intended to appear in this event.

The meeting is all-embracing—formula 3 and sports car races will complete the programme, both of international status. Ten laps will decide the five-hundreds; sports cars will need a little longer—34 laps in all. Entries in the latter are limited to those cars that have been run in the Le Mans 24-hour race since 1948. Regulations (in English and French) from G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex (entries close July 21). All admission tickets for spectators may be obtained from the Motor Racing Co. Ltd., New Carmelite House, London. E.C.4 (Central 6000).

THE Sabes d'Olonne race was full of surprises. Run on Sunday (July 13) on the west coast of France, the race was marred by the absence of Johnny Behra, who had crashed his Gordini in practice, sustaining slight head injuries. At first, the usual pattern that French crowds have learned to expect was followed. Within a few seconds, Ascari (2-litre Ferrari) had snatched the lead, with Farina, also in a Ferrari, on his tail. Then came Manzoni's Gordini—Villoresi (Ferrari)—the H.W.M.s—Cantoni's Maserati—Bira's 1,500 Gordini, and the Maserati-Platé cars. Villoresi dropped back, and the race settled down to this order. But on the tenth lap, Schell's Maserati-Platé spun with wheels unhappily locked as a result of a broken crankshaft, and finished in the adjacent field. The bunch of leading cars (lapping him) were just behind. Ascari's car was hit and retired; Farina was unable to avoid it; and, in turn, Cantoni's Maserati piled into the Ferrari; finally, Trintignant, in the Gordini, became involved. So five leading cars were prematurely eliminated.

Manzon (Gordini) and Villoresi (Ferrari), who had been at the rear of the field, found themselves now at the head of it. But the prospect of a Ferrari v. Gordini struggle never matured. On the next lap, Manzon's car was not there, and he could be seen pushing it valiantly over a kilometre of uphill road towards the pits. The fuel pump had broken. Macklin's H.W.M., therefore, went into second place but retired; thus Giraud-Cabantous (H.W.M.) took over this changeable position, but only for a brief spell, with Peter Collins (H.W.M.) driving consistently, in third place.

J. D. Titterington (Allard), seen in the Leinster Trophy which he won at Wicklow last Saturday (July 12), with W. Leeper's M.G. and L. D. Spivack (Jaguar). A white patch painted on the road warns drivers of a protruding concrete top of a drain hard on the inside of the bend.



Meanwhile, Claes (1,500 Gordini) and Fischer (Ferrari) were engaged in a duel of their own. Having fought it out for 80 miles side by side, Fischer's Ferrari retired with a broken connecting-rod, while a defective magneto put Cabantous out of the running. For a moment, Claes was in second place, but almost at once Peter Collins passed him. Mechanics were hard at work in the Gordini pit; Manzon took over Bira's car, and when Manzon's was repaired, Trintignant jumped into it, and drove off down the course—but too much time had been lost. Villoresi's win was unchallenged and unassailable.

## RESULTS

1. Ferrari (Villoresi), 519.568 kilometres, 66.16 m.p.h.; 2. H.W.M. (Collins); 3. Gordini (Claes); 4. Gordini (Bira-Manzon); 5. Gordini (Manzon-Trintignant).

IT is most unfortunate that Behra will be unable now to appear in the British Grand Prix (July 19); however, Trintignant will be driving one of the works-entered Gordinis in his stead. At the time of going to press, the Ferrari entry for Silverstone is unaffected by the Sabes d'Olonne multiple crash.

POSSIBLY the best way to inject into the confines of one sentence a sense of great distance, endurance and urgency, is to mention Liège—Rome—Liège. From Belgium to Italy, and back again; one is aware of a vast circuit of France, and another in the northern knee of Italy. The rally that travels this distance occupies six hectic days, from August 13 to 18. Run on a razor's-edge time schedule from one control to the next, it is an endurance test of cars and drivers. Speeds are as high as the route will permit, from 50 to 72 kilometres an hour, across the 5,168-kilometre course. This road section decides the final result.

The first lap of the immense journey leads from Liège in an almost straight line down to the Mediterranean, at Nice, then turns the bend into Italy, to Rome. From Rome, a different route is followed back to Liège, up to Cortina d'Ampezzo (of Alpine Rally fame), via Turin, to Nice

again, and then through Annecy, via the Nurburgring, to "home." A rally in the classical tradition, it is one for highly organized and experienced crews. Only short breaks are allowed at each control, and drivers must arrange their schedule to allow for sleep within the car while the crew still hurries over many miles of road, hard against the clock. Outright winner receives 75,000 francs; class prizes, to fourth place, are also awarded, and there is a ladies' prize to be won.

British cars last year had a distinguished victory. Johnny Claes, Belgian driver, with Jacques Ickx, driving a Jaguar XK120, gained first place on general classification, with the amazing feat of not

## COMING SHORTLY

- JULY 19.—Royal Automobile Club, British Grand Prix, Silverstone Circuit, near Towcester, Northamptonshire; opening event, 10.15 a.m.
- 19-22.—East Anglian M.C. Champagne Rally, Dover.
- 20.—N. London Enthusiasts' C.C. Members' driving test meeting, Whelpley Hill, Chesham, Buckinghamshire, 12 noon.
- 20.—Seven-Fifty M.C. Noggin and natter, Sheer House Hotel, Byfleet, Surrey, 11 a.m.
- 20.—Riley M.C. (Midland Centre), Gymkhana, Ratcliffe College, Nottinghamshire.
- 24.—Jersey M.C. and L.C.C. Bouley Bay speed hill-climb, Jersey, 2.30 p.m.
- 24-27.—Erian—Mont Blanc—Megève Rally, France.
- 25-26.—Cheltenham M.C. News Chronicle road fuel economy contest, starting Cheltenham, 6 a.m.
- 26.—Berkhamsted M.C. and C.C. Night navigation trial, Kings Arms, Berkhamsted, 7 p.m.
- 26.—Welsh Motor Racing Club, Race meeting, Fairwood Aerodrome, near Swansea, Wales.
- 26.—Veteran C.C. Dorking speed hill-climb, Rammore, Dorking, Surrey, 12.45 p.m.
- 26.—British Automobile Racing Club Members' meeting, Goodwood, 1 p.m.
- 26.—Aston Martin O.C. St. John Horsfall race meeting, Silverstone, Northamptonshire, 11.30 a.m.
- 27.—Aston Martin O.C. Bicester concours d'élegance, 10.15 a.m.
- 27.—Limerick L.C. and M.C.C. Hill-climb, Corkscrew Hill, Lisdoonvarna, Co. Clare, Eire.
- 27.—Incorporated Auctioneers' C.C. Gymkhana, Whelpley Hill, Chesham, Buckinghamshire.

losing any marks *en route*. In second place was another car of this *marque*.  
(Royal Motor Union, 38, Boulevard de la Sauvenière, Liège, Belgium).

**T**he Tenby Motor Club's Lydstep hill-climb will be run on August 2 (not in September, as stated in the calendar). It is always a friendly and well-organized event, and a good entry is hoped for. The course record stands at 29.87s, held by Ken Wharton in his 1,000 c.c. Cooper. The timed portion of the hill is 880 yards; two runs will be allowed for each competitor. Invited clubs: Bristol, Bugatti, Hagley, Half-Litre, M.G., Midland, South Wales. Secretary of the meeting is J. R. Swain, Parc-y-afon, Carmarthen. Entries close July 23.

**C**OMPETITORS had a strong head wind in the Ramsgate Speed Trials, run by the North London and Herts County clubs, on Sunday (July 13). The course is a quarter-mile flat stretch on a very gradual bend, with the sea on one side and Ramsgate on the other. There were 65 competitors, and 4,000 spectators gathered to watch the fun. The sun came in brilliant patches, but waves throne up by the heavy seas on to the promenade sometimes prevented competitors from driving two abreast. In a day of fast and competent driving, perhaps the most exciting duel was that between the Alfas of J. B. Norris and P. Mould. They broke away from the starting line grille to grille, fighting it out all the way, until Mould finished just one-tenth of a second ahead.

E. Lloyd Jones' run in the Triangle Flying Saucer was the most spectacular; from a hesitant start, he roared away to make fastest time of the day in 14.51s. Bradnack's record for the course, set up last year in the supercharged Cooper-J.A.P. 1,100, was not equalled; unfortunately, his attempt upon it was defeated abruptly by a split gear box. No one expected the Jaguette to reduce its 1951 time, but W. Coleman—despite the contrary wind—made 15.75s. J. Goodhew pulled his second run out of the bag, by clipping 16.1s (his first time) down to 14.95s with the Alfa Romeo. The 1,100 c.c. Coopers driven by Sowrey and N. B. Johnson provided another good scrap. The organi-

zers beat their own schedule, in spite of the elements, and those wishing to make additional runs were allowed to do so at the end of a lively meeting. The awards were as follows:—

**Fastest time of the day:** Triangle Flying Saucer (E. Lloyd Jones), 14.51s. **F.I.D. by sports car:** Jaguette (W. Coleman), 15.75s. **F.I.D. saloon:** Aston Martin DB2 (R. R. C. Walker), 19.20s. **F.I.D. 500 c.c.:** Klett (D. Parker), 16.52s. **Ladies' prize:** Jaguar XK120 (Mrs. R. Saragovan), 18.22s. **Best Herts C.A. and A.C. member:** Bugatti (M. B. Hukins), 15.70s. **Best foreign car:** Alfa Romeo (J. Goodhew), 14.95s. **F.I.D. Kentish competitor:** Cooper-J.A.P. (P. B. Sowrey), 14.51s.

**S**AD news comes of two cancellations—two A(a)gust events that deserved a luckier deal. The Hants and Berks Motor Club's Great Auchim (August 9) speed trials may be said to have died through natural causes. The lamentable foot-and-mouth disease is about ten miles away from Burghfield Common, where a fine herd of pedigree cows is endeavouring to remain uncontaminated by its presence. The national 12-hour sports car race, scheduled for August 23 on the new Snetterton course, has also been cancelled. A formidable quantity of construction work is necessary for an event of this calibre, and at the moment the Aston Martin O.C. finds itself unable to cope with the added load. We must look forward to the event in 1953.

**T**HERE is still, however, a spate of events to be reckoned with; regulations recently received are those for the Irish Wakefield Trophy, to be run at the Curragh on September 6, Brands Hatch August Bank Holiday meeting (August 4), to say nothing of the members' Goodwood, for sports cars only, on July 26.

The long Curragh circuit, of 4.94 miles, will be used for the Irish event, which comprises a handicap and scratch race, run concurrently, for classes up to 1,500 and 2,000 c.c. Entries close on Monday, August 18. (Irish Motor Racing Club, 37, Exchequer Street, Dublin). Racing at Brands Hatch requires little explanation. One has become accustomed now to seeing there a bunch of nifty, slight cars negotiating straights and bends with phenomenal vigour. The *Daily Telegraph* International Trophy race is the main event of the August Bank Holiday Meeting. Entries close July 16 (K. E. Carter, 100, Station Road, Sidcup, Kent).

## CLUB NEWS

**Brighton and Hove M.C.** The rally and concours on Saturday and Sunday (July 12-13) was a well-organized event, and everyone seemed to enjoy themselves. Saturday's road section, which finished at Brighton for afternoon tests on the promenade, was won by John Craig, in a Jaguar XK120; many other cars acquitted themselves honourably, notably the M.G. TD of Cyril Wick, and D. F. Rider's Cooper-M.G. Carter Shaw had the bad luck to overturn his Ford on one of the tests, but with charming adaptability the car allowed itself to be placed on all four wheels again, and Shaw—to the delight of spectators—continued with the next test. The test at Goodwood was won by Frank Cooper for the second year running with his 2½-litre Riley.

While it is true that all that glitters is not gold, this does not at all detract from the gleam of the concours. The judges had a teasing task in selecting Sunday's winners. The Mermaid Trophy, premier award, was eventually awarded jointly to the Rolls-Royce entered by Mrs. Lotery, and Bond's 1930 Mercedes-Benz; also in the list of awards were S. E. Sears' 1914 Alpine Eagle Rolls-Royce and Cross' superb Alfa Romeo.

**Eastern Counties M.C.** It is hoped that the skilful organization of the Felixstowe Rally (August 22-23) will find a winner on the road section, without resorting to the usual gyrations of numerous tests and similar hazards.

Starting from Newmarket late on the Friday evening, the route will cover 400 miles, via Snetterton circuit, followed by breakfast at King's Lynn. The driving tests at Felixstowe during the afternoon will have a separate awards list. Invited clubs: B.A.R.C., Chiltern C.C., East Anglian M.C., M.G., Peterborough, Sporting C.C. of Norfolk, Thames Estuary A.C. Regulations from H. F. Murland, 28A, Church Street, Woodbridge, Suffolk.

**Four Cylinder Club of America.** The activities of this club belie the fact that its headquarters are in California and not somewhere in the country in England. Treasure hunts, map reading contests and social runs are held, with a truly Anglophile entry list. Refrain of a navigator after the recent Northwest Passage Rally might have been that of anyone similarly placed over here.

"Each map is laid out precisely to scale, Each road clearly marked; each hill and each dale.

They teach you to know a peak from a valley,

But how in the — do you get through a rally?"

**Darlington and D.M.C.** It has often been said that the Englishman is never satisfied. When it rains, he wants the sun; on the rare and hectic days when the sun does make an appearance, then there is a general cry for

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## BO'NESS

June 28

Our congratulations to Frazer-Nash owners J. H. Walton and J. D. L. Melvin

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## CLUB NEWS

continued

rain. So it was with the Roderick Gray Trophy Trial, run on June 29. The organizers had to admit that the course required a watering, but the rains, usually so willing, held off; so the first seven finishers in the event gained the maximum of 180 points each. J. R. Preston, of the Lancashire and Cheshire C.C., gained the premier award.

Berkhamsted M.C. and C.C. It has become the expected thing now for members and friends of the Berkhamsted club to foregather on Bank Holidays at Tewin Water for their speed trials meeting. August Bank Holiday (August 4) will be no exception. Sports, racing, and closed cars will compete. There will even be a special class for Jaguars. Invited clubs: Herts County, Chiltern, N.

London, Vintage, West Essex and M.G.C.C. (P. Verdier, Greenfinches, Canon Field, Welwyn, Hertfordshire.)

Public Schools M.C. This club is anxious to expand its membership; social events have been planned during July and August, and it is hoped to run a rally in September on a comparatively ambitious scale. Honorary secretary is J. E. B. Hissey, 11, Collingham Road, London, S.W.5.

De Lacy M.C. The club has been revived by a number of enthusiasts, since its dormant state in the after-war years. Honorary secretary, who will be pleased to hear from prospective members, is A. E. England, of Ashdene, Carleton Road, Pontefract, Yorkshire

## IN BRIEF

Acheson Colloids, Ltd. have opened a West of England office at 103, Promenade, Cheltenham (Cheltenham 3847).

Firestone tyres were on the winning car at Indianapolis for the twenty-ninth consecutive year when 22 year old Troy Ruttman won the 1952 500-mile race at record speed.

Potter and Richards, 35, Kinnerton Street, Wilton Place, London, S.W.1 (Sloane 5424), have been renamed Richards and Carr. Mr. R. Richards and Mr. R. Carr remaining partners in the firm. Mr. L. Potter has left the partnership to emigrate.

Mr. Basil de Mattos, sales manager of Laystall Engineering Co., Ltd., London, S.E.1, will be visiting Switzerland and Belgium from July 19 to 31 in connection with overseas sales of Cromard chromium plated steel cylinder liners.

Mr. James T. Masterton, previously joint managing director, has been appointed managing director of Brown Brothers, Ltd., London, E.C.2, following the death of Mr. J. Albert Thompson, L.L.D., J.P., who was chairman and managing director. Mr. B. L. Bisgood has been elected chairman; Sir Richard Yeasley, C.B.E., F.C.A., becomes deputy chairman.

An unusual presentation is employed on the new sectional road atlas which will shortly be on sale at Regent garages throughout Great Britain. It is in booklet form and has a spiral hinge enabling the pages to be turned easily. The atlas is of handy size, being only 10in by 4in when folded. Produced by Geographia, Ltd., on behalf of the Regent Oil Co., Ltd., 117, Park Street, London, W.1, the price is 2s 6d.

Notice of the 32nd annual general meeting of the Glacier Metal Co., Ltd., to be held on July 25, details the progress made during the past year. Sales turnover increased by over 25 per cent, and direct exports by 40 per cent. A 25,000 sq ft extension to the London factories has been completed, and a 65,000 sq ft extension at Kilmarnock is nearing completion. Since the war the company has introduced a wide range of plain bearings in standard sizes.

An article on February 8 entitled "Lubrication Developments," gave the publishers of Motor Oil and Engine Lubrication, by Carl W. Georgi, as Doubleday and Co., Inc. This was an error, as the book is published in America by the Reinhold Company, 330, West 42nd Street, New York, 18, U.S.A. It is necessary to make this clear owing to continued enquiries for the volume.

## INFORMATION SOUGHT

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16371. 1947 Volkswagen "W.E.M."—Details of torsion bar adjustment and also adjustment for camber and castor angle.  
No. 16372. 1950 Citroën Light Fifteen. "R.G.S."—Engine modifications and tuning to increase performance.

No. 16373. Lanc's Lambda "C.B."—All possible information and advice in preparing the engine for trials work, etc.

No. 16374. 1933 Le Mans Singer Nine "N.D."—All possible maintenance details lubrication chart and a handbook.

No. 16375. 1950-51 Morris Minor. "J.E."—Hints and experiences on fitting a supercharger.

No. 16376. 1939 TA-type M.G. Midgit "S.P."—General information and a handbook.

No. 16377. 1939 Vernon Derby "E.C.H."—Maintenance details, all possible information, and a handbook.

No. 16378. 1934 2.3 h.p. Sunbeam "J.W.L."—All possible maintenance details and a handbook.

No. 16379. 1936 20 h.p. Chrysler Richmond. "D.J.B."—All possible information, wiring diagram and a handbook.

No. 16380. 1933 Riley Nine Monaco. "R.G.J."—All available information and a handbook.

No. 16381. 1936 Morris Sixteen

"D.M."—Hints on improving fuel consumption and general maintenance; also a handbook.

No. 16382. Handbooks Required

"L.V."—1949 Singer Nine Roadster workshop manual.

"E.M."—1939 Morris Fourteen.

"G.F.H."—1934 Talbot 65.

"P.E.A."—1935 Morris Oxford.

"I.R."—1934 16 h.p. S.S.I.

"G.A.S."—1932 Riley Fourteen.

"W.J.C."—1939 11-litre Jaguar

"E.A.B."—1936 11-litre Riley Keirle.

"F.W.J.K."—1937 Series II Morris Twelve.

"E.G.C."—1938 Series II Wolseley Fourteen

"T.G.S."—1936-37 14-56 h.p. Wolseley

"H.B.E."—1933 12 h.p. Wolseley Hornet.

"A.P.C."—1936 Riley Twelve Falcon.

"C.B."—27 h.p. Studebaker.

"R.H.E."—1935 12 h.p. Wolseley Hornet.

"S.W.P."—1938 22 h.p. Hudson.

"A.W.G."—1939 Austin Big Seven.

"A.F.M."—1935-36 Type 319 Frazer-Nash.

B.M.W. "L.I."—1929 Riley Nine.

"A.P."—1939 Triumph Dolomite.

"A.J."—1934 Daimler Fifteen.

"M.G.S."—1931 Morris Oxford.

"P.R.W.D."—1936 Austin Ten.

"F.E.M."—1936 Morris Eight workshop manual.

"F.P.W."—1934 Austin Seven

"T.G."—1934 Austin Light Twelve-four workshop manual.

"P.J.S."—1937 Vauxhall Fourteen.

"H.M."—1936 12 h.p. Wolseley Hornet.

"W.P.C."—1937 Wolseley Twelve.

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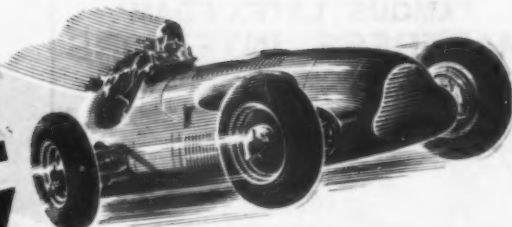
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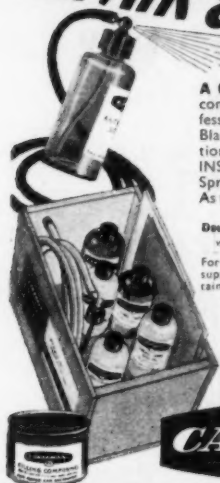


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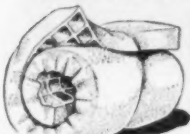
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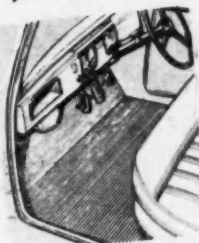
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1952 21-hp JAGUAR, Cash	£275	0	0
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1946 STANDARD 12 saloon	£495
1947 FORD Prefect saloon	£495
1947 HILLMAN Minx d/h	£375
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'48 ARMSTRONG SDLY 16 Typhoon	£875	'50 JAGUAR XK120 Sports.....	£1,895
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'51 ARMSTRONG SDLY 18 Lim. Sal.	£1,795	'50 MORRIS Minor T.T.....	£675
'50 ARMSTRONG SDLY 18 Whitley	£1,295	'49 MORRIS Minor Saloon.....	£695
'51 ARMSTRONG SDLY 18 Whitley	£1,445	'48 MORRIS 8 4-dr. Sal.....	£595
'47 AUSTIN 8 Saloon.....	£575	'49 MORRIS Oxford Sal.....	£795
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'49 AUSTIN A.40 Devon Sal.....	£845	'49 RILEY 1½ Saloon.....	£1,045
'50 AUSTIN A.70 Devon Sal. (heater)..	£945	'47 ROVER 14 S Saloon.....	£975
'48 AUSTIN 16 S Saloon.....	£745	'47 ROVER 16 6-lt. Sal.....	£985
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'47 FORD Prefect Saloon.....	£545	'48 SINGER 10 Saloon.....	£595
'49 FORD Prefect Saloon.....	£645	'49 STANDARD Vanguard Sal.....	£825
'50 FORD Prefect Saloon.....	£745	'50 STANDARD Vanguard Sal.....	£925
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'48 JAGUAR 2½ Saloon.....	£845	'50 VAUXHALL Velox Sal.....	£925
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### BOX NUMBERS

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

**B. J. HUNTER, Ltd. offer:-**  
A.C. sports saloon 1949; £975.  
**B. J. HUNTER, Ltd. 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)**  
A.C. 1948 2-litre saloon, in black with beige hide upholstery, perfect condition throughout, privately owned, can be seen by appointment. H. Marsh & Sons (Wimborne), Ltd., Knatford Rd., Gurnsey, Wimborne, Tel. 3698. (C1005)  
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**BARTLETT, The Alfa-Romeo Specialists, 27a, Pembroke Villas, W.11. (W1013)**  
**ROWLAND SMITH'S** The Alfa-Romeo buyers—Hamstead High St. (Hampstead Tube), Ham 6341. (C1029)  
**Alfa-Romeo Spares and Service**  
**THOMSON & TAYLOR (BROOKLANDS), Ltd.** spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge, Byfleet 520. (C1024)

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**ACRES offer:-**  
**1948** Allard open 4-seater, finished in red, brown upholstery, excellent tyres, taxed, terrific acceleration and breathtaking performance, magnificent condition throughout; first £495 secures.  
**ACRES AUTOS, Ltd., 136, Stratham Hill, London, S.W.2. Tel. 1709. (C1002)**  
**BROOKLANDS—Individuality new and used.**  
**1952** Allard drop head coupe, blue, blue leather.  
**103** New Bond St., London, W.1. Mayfair 8351-6. (C1028)  
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**DAGENHAM MOTORS, Ltd. offer the following car:**  
**1950** Allard saloon, black, 13,000; £1,095.  
**1948** Allard drop head coupe, blue, recon, engine; £795.  
**56** Park Lane, W.1, Regent 4866; 374, Ealing Rd., Acton, Middle, Prytaly 3558, and 9 and 12, Sangle Rd., Catford, S.E.6, Hitler Green 4821. (C1066)  
**RICHARDS & CARR (previously Potter & Richards) offer:-**  
**1950** Allard saloon, black, radio, heater, excellent throughout, £865.  
**1949** Allard 4-seater tourer; £545.  
**1948** Allard drop head, one owner, low mileage; £485.  
**35** Kinnerton St., Wilton Place, London, S.W.1. Elgar 5423. (C2045)

### INDEX

Agenies Wanted	72
Amusements	72
Auctions, Tenders, Appointments, etc.	72
Axlehafts	72
Balancing	72
Batteries, Chargers, etc.	72
Books, etc.	72
Brakes, Cables, etc.	72
Business and Property	72
Camshafts	72
Caravan Section	72
Carburetors, Economisers	72
Car Carpets	72
Car Covers	72
Car Radio	72
Cars for Hire	72
Chassis Frames	72
Chromium Plating	72
Clothing, etc.	72
Coachbuilders and Bodies	72
Commercial Vehicles	72
Cylinder Blocks	72
Cylinder Grinding, etc.	72
Dynamics	72
Electrical Equipment	72
Engines and Accessories	72
Exchanges	72
Export	72
Garage Equipment	72
Gas Carburetors	72
Gear and Steering Boxes	72
Hoods, Cellulose, etc.	72
Hotels, Guest Houses, Accommodation	72
Hotel Guides	72
Independent Suspension	72
Insurance	72
Loose Covers	72
Magneton	72
Miscellaneous	72
Mobile Canteens, Kitchens, etc.	72
Motor Cycles for Sale	72
Motor Heaters	72
Mudguards	72
New Cars	72
Packing and Shipping	72
Parts and Accessories	72
Patents, Experimental Work	72
Petrol Pumps	72
Pistons	72
Radiators, Muffs, etc.	72
Repairs, Welding, etc.	72
Roof and Rear Luggage Racks	72
Running Boards	72
Safety Glass	72
Second-hand Cars for Sale, Wanted and	72
Spas and Service	72
Shock Absorbers	72
Silencers	72
Situations Vacant	72
Situations Wanted	72
Speedometers	72
Springs	72
Superchargers	72
Tailors	72
Tuition	72
Tyres and Tubes	72
Tyre Guides	72
Wheels, Discs, etc.	72
Windscreens	72

**£495** Allard 4-seater tourer, 1948, black leather, excellent condition, exceptional bargain.  
**£815** November 1950 Allard saloon, in black, with radio, heater and seat covers, etc., an excellent low mileage specimen offered at nearly £500 below its original cost.  
**CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2011 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom, free returned to purchasers from any part of the country. Showrooms open till 8 p.m. Monday-Saturday. Tel. Ringwood 627. (C1005)**

**£500** Allard 2-seater sports, 1949, excellent condition, grey, recently resprayed.—Smith, Museum 2361. (C1048)

**1949** model Allard 4-seater; £565.—Clayton's Cars (London), Ltd., 337, Euston Rd., London N.W.1. Tel. Euston 5229 (5 lines). (C1030)

**OCT.** 1949, Allard drop head four-seater coupe, finished in red leather, attractive condition, £595. Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4441). (C1042)

**1948** drop head 4-seater, grey, superb condition, very economical; £655; terms arranged or part exchange shooting brake.—Tel. Ringwood 627. (C1043)

**£325** Allard ex Sydney Allard 4-seater, completely overhauled, resprayed, many extras. Carpenter, Wellnigh, Woodmansterne Lane, Bainted. (C1044)

**1950** (April) Allard sports saloon, in magnificent condition throughout, radio, will accept £300 for immediate sale.—Harry Martin, 23, Devonshire Place, W.1. (C1045)

**425** Allard 1949 sports 4-seater, cream, blue leather, concealed hood, vacuum cover, excellent condition; cost £1,266; terms, exchange, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 1041. (C1046)

**ALLARD 1949** drop head four-seater, special body and very handsome with curved screen and aerodynamic wings and body, mileage 22,000; this car cost new approximately £1,750 and we can now offer it at a ridiculously low price of £595; terms and exchange.

**OLIVER AUTOS, 100, Peckham Rye, S.E.15. New Cross 2565. (C1047)**

**Allard Cars Wanted**  
**BARTLETT, The Allard Buyers, 27a, Pembroke Villas, W.11. (W1013)**

**RICHARDS & CARR (previously Potter & Richards)** the best Allard buyers.—55, Kinnerton St., Wilton Place, London S.W.1. Sionce 5424. (W3043)

**DICKS**  
**1939** Allard 14hp saloon, famous 12-70 model, very fast, £495.  
**DICKS CAR SALES, Ltd., 845-401 High Rd., Kilburn, Middlesex Vale 6886-9. (C1072)**

**B. J. HUNTER, Ltd. offer:-**  
**1948** Allard 14hp utility, very attractive body. £595.  
**1948** Allard 14hp drop head four-seater coupe, main-ained regarding £675.  
**B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)**

**BROOKLANDS—Alvis distributors—new 5-litre.**  
**1952** Alvis 3-litre sports 2-seater, cream, red.  
**1951** Alvis 5-litre saloon, grey, maroon.  
**1951** Alvis 14hp sports 2-seater, red, cream.  
**1950** Alvis 14hp saloon, grey, small mileage.  
**1949** Alvis 14hp saloon, black, radio, heater.  
**1948** Alvis 14hp saloon, maroon, small mileage.  
**1948** Alvis 14hp utility, attractive body.  
Alvis cars examined and approved by makers.  
BUY or sell your car.  
**103** New Bond St., London, W.1. Mayfair 8351-6. (C1028)

**1939** Speed 25 saloon, exceptionally well maintained; £465.—Box 1363. (C1041)

**JAMES H. GALT, Ltd., Glasgow.** see our advertisement under new cars for sale.

**MOTORISTS!**  
**ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE.**

See page 77



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Aston Martin Cars Wanted**  
**A**STON MARTIN cars wanted for cash: full details—  
 FRIARY MOTORS, Ltd., Old Windsor, Windsor 2002-3.  
**R**OWLAND SMITH'S, the Aston Martin buyers—  
 Hampstead High St. (Hampstead Tube). Ham.  
 6041. [C1097]

**Aston Martin Spares and Service**  
**FRIARY MOTORS, Ltd.**  
 Sole suppliers of spares for all Aston Martin cars  
 produced up to 1940; specialised servicing facilities:  
 2-litre reconditioned engines available—Straight  
 Rd., Old Windsor, Tel. Windsor 2002-3. [C1098]

**AUBURN**  
**S**1936 Auburn Phaeton drop head, to be  
 bought direct from storage—Bryer Motors,  
 130-134, West End Lane, N.W.5. Hampstead 6480 [C1024]

**AUSTIN SEVEN**  
**S**1935 Austin 7 d/l saloon, excellent.  
 deposit—1937 Austin Big 7 4-door d/l  
 saloon, immaculate; exchanges—Rory Auto-  
 motives, Ltd., 127, Parkway, N.W.1. Euston 2700.  
 [C1059]

**S**1935-6 2-seater, mech. excellent, a bar-  
 gain—8, Leichmore Rd., Stevenage (Herts).  
 [C694]

**1935** Austin Ruby saloon, green, recent overhaul,  
 new crown pillar, £165.—Deben Don Service  
 Station, Sutton Walden (Tel. 2364). [C1050]

**225** cns—Austin 7 1937 Ruby d/l saloon, black,  
 sliding head, brown leather, very good con-  
 dition, terms, exchanges.—Rowland Smith, below.  
 [C1018]

**175** cns—Austin 7 1935 (reconditioned 1936) Ruby d/l  
 saloon, black, sliding head, brown leather,  
 very good condition; terms, exchanges, list, open 9-5  
 week-days and Saturdays.—Rowland Smith, Hampstead  
 (Hampstead Tube). Hampstead 6041. [C1018]

**£245**—1937 7sp Austin Ruby saloon, very clean,  
 Le Drie Rivers, Ltd., 107-8, Old Brompton  
 Rd., South Kensington, S.W.7. Kensington 2477.  
 [C1050]

**£139**—Austin 7 d/l saloon, 4-speeds, leather  
 upholstery, res. Jan. 1937, any test wel-  
 comed.—135, High St., South, East Ham, E.6. Gray.  
 [C6052]

**1935** Austin 7 Cabriolet, one of three cars, same  
 owner past 5 years, very reliable runabout  
 taxed year; £150.—Kellond-Knight, Yew Tree Cottage,  
 Fair Ashes, Sussex, Station Down 306. [C678]

**Austin Seven Cars Wanted**  
**R**OWLAND SMITH'S, the Austin buyers—Hamp-  
 stead High St. (Hampstead Tube). Ham. 6041.  
**AUSTIN EIGHT**

**R**AYMOND WAY.  
**R**AYMOND WAY OF KILBURN.  
**R**AYMOND WAY, the hire purchase specialists.

**1940** Austin 8 d/l saloon, black with blue  
 leather upholstery, very carefully main-  
 tained, original condition, excellent mechanical order.  
 [C1098]

**£165**—purchase terms on the spot with no references,  
 no formalities or guarantees; part exchange on  
 your present motor cycle or car; always 200 cars under  
 £400 to choose from.  
**R**AYMOND WAY, Canterbury Rd., Kilburn, N.W.6.  
 Maiden Vale 6044, connecting all branches and de-  
 partments (Kilburn Park Station, Bakerloo line).  
 [C1047]

**£465**—1936 Austin 8hp saloon, black, brown up-  
 holstery, in excellent condition throughout,  
 taxed year.  
**D**ENHAM SERVICE STATION, Ltd., Denham, Bucks.  
 Tel. Denham 2266. [C1070]

**A**USTIN 8hp tourist, 1946, perfect condition, any trial,  
 sing. £300.—Byrns, of Sunday, Ryan, 100, Aberdeen  
 Pl., Highbury, N.5. [C634]

**A**USTIN 8 tonner, 1940, black, fine condition. A.4  
 examined; £320; seen London or Welwyn, Herts.—  
 Ellis, 415, Finchley Rd., N.W.3. Hampstead 5705,  
 evenings. [C665]

**395** cns—Austin 8 (May, 1-46) d/l 4-door saloon,  
 black, sliding head, brown leather, one owner,  
 good tyres, excellent condition; choice of 3 1946 models;  
 terms, exchanges.—Rowland Smith, below.  
 [C1018]

**395** cns—Austin 8 (Jan. 1946) 3-seater shooting  
 brake, coach-built, natural timber body, any  
 all round, removable seats, rear entrance, carefully used,  
 excellent condition; terms, exchanges, list, open 9-5  
 week-days and Saturdays.—Rowland Smith, Hampstead  
 (Hampstead Tube). Hampstead 6041. [C1018]

**Austin Eight Cars Wanted**  
**C**THE CAR MART, Ltd., London distributors, wish to  
 purchase Austin 8 cars.—297, Euston Rd., N.W.1.  
 Euston 1212. [C0952]

**R**OWLAND SMITH'S, the Austin buyers—Hamp-  
 stead High St. (Hampstead Tube). Ham. 6041.  
**AUSTIN TEN**

**B**LUE STAR GARAGES, Ltd., offer:—  
**1936** Austin 10 saloon, in good order; £185.—Fortu-  
 ne Green Rd., West Hampstead, N.W.6. Ham. 2211.  
 (Nor.) Austin 10 saloon, taxed; £235. [C1031]

**1935** Austin 10 saloon, black, in excellent order  
 throughout; £435.  
**T**HE FRANK & WAGSTAFF, Ltd., 3-5 Crouch End  
 L. Hill, N.8. Moutview 4401. [C2056]

**1939** Austin 10 1940 model, 1,000 miles since £65 overhaul;  
 £350.—Atkinson, Gros, 4, Spendon, Derby.  
 [C6096]

**1947** Austin 10 d/l saloon, black with brown  
 leather; a one owner car in beautiful con-  
 dition throughout; £550.  
**H**AROLD WALKER MOTORS, Ltd., 785-787, Romford  
 Rd., Manor Park, E.12. Ilford 3151-2. [C1048]

**1934** Austin 10, in excellent condition, taxed, in-  
 spection invited; £150.—8, Maybury Gdns.,  
 Willesden Green, N.W. Willesden 0446. [C1072]

**£110** deposit—1939 Austin 10 drop head four-  
 door coupe, exchanges.—Rory Automobiles,  
 Ltd., 127, Parkway, N.W.1. Euston 2700. [C1059]

**A**USTIN Ten Cambridge saloon, in excellent condi-  
 tion throughout; £300; hire purchase available.—  
 Paddington Green Filling Station, Pad. 6566. [C1050]

**1946** Austin 10hp saloon d/luxe, blue, blue leather,  
 mileage 44,000, two owners; £520.—Vander-  
 vells, 215, Haverstock Hill, N.W.3. Primrose 441.  
 [C1037]

**1947** Austin 10, one owner, black, brown leather,  
 immaculate paint, excellent mechanically;  
 £425.—Kine's Motors, 1, High St., Hounslow, Tel.  
 345. [C1049]

**495** cns—Austin 10 1946 d/luxe 4-dr. saloon, black,  
 sliding head, brown leather, carefully used,  
 excellent condition; terms, exchanges.—Rowland Smith,  
 below. [C1018]

**245** cns—Austin 10 1935 Colwyn cabriolet, black,  
 green leather, one careful owner, good tyres,  
 excellent condition; terms, exchanges, list, open 9-5  
 week-days and Saturdays.—Rowland Smith, Hampstead  
 (Hampstead Tube). Hampstead 6041. [C1018]

**A**USTIN 10 4-door saloon, sunshine roof, very good  
 near offer.—5, Park Ave., Tonbridge, Kent. Tel. Hilden  
 borough 5128. [C1075]

**285** cns—1937 Austin 10 d/luxe saloon, taxed, in  
 condition, good tyres, exceptional bargain; £165 or  
 example of this popular car.—135, High St., South, East  
 Ham, E.6. Gray. [C1052]

**A** just had first-class overhaul model of luxe saloon,  
 mechanical condition and performance beyond criticism,  
 immaculate, spotless interior, incomparable  
 value at 525gs.—Below. [C1050]

**1939** Austin 10 sunshine saloon, previously original  
 private owner, well-kept car, excellent condi-  
 tion, nice interior, thoroughly sound mechanically, abso-  
 lutely reliable, guaranteed, good tyres, exceptional bar-  
 gain; 319gs. [C1052]

**T**ERMINAL, exchanges—Home & Overseas Motors, 160  
 Finchley Rd., N.W.3. Hampstead 0067-9. [C1071]

**Austin Ten Cars Wanted**  
**C**THE CAR MART, Ltd., London distributors, wish to  
 purchase Austin 10 cars.—297, Euston Rd., N.W.1.  
 Euston 1212. [C0952]

**R**OWLAND SMITH'S, the Austin buyers—Hamp-  
 stead High St. (Hampstead Tube). Ham. 6041. [C1018]

**J**ACK POTTER AUTOMOBILES requires Austin 10s  
 urgently.—Hendon 1423-4. [C1065]

**F**ERRARIS OF CRICKLEWOOD buy Austin 10  
 saloons, 1939 or post-war; H.P. petrol; drive in  
 style or phone—200-220, Cricklewood Broadway,  
 N.W.2. Gladstone 2234. Open to 7 p.m. week-days.  
 [C1008]

**AUSTIN A40**  
**C**THE CAR MART, Ltd., London distributors, wish to  
 purchase Austin 10 cars.—297, Euston Rd., N.W.1.  
 Euston 1212. [C0952]

**1950** Austin A40 saloon, heater, 4,000 miles; £365.  
**1949** Austin A40 saloon, 12,000 miles; £795.—Car  
 Mart Ltd., Austin House, 297, Euston Rd.,  
 N.W.1. Euston 1212. [C1039]

**B. J. HUNTER, Ltd., offer:—**  
**1949** A40 saloon, special export model; £725.  
**B. N. W. 2, Tel. Gladstone 6305. [C1040]**

**H. A. SAUNDERS, Ltd., offer:—**  
**1949** Austin A40 saloon, grey with blue upholstery,  
 heater, recorded mileage 19,000; £765.  
**1950** Austin A40 saloon, green with brown upho-  
 lstery, heater, recorded mileage 12,000; £814.  
 842 High Rd., N.12. Hillside 0021. [C1027]

**C.M.I. CAR SALES (Pvt. 6625) offer:—**  
**1949** Austin A40 Devon, £750, heater, low mileage,  
 one owner.  
**1949** Austin A40, grey blue, ex. cond. 14,000 miles  
 taxed year.  
**T**ICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.4.  
 Temple Bar 5356. [C1029]

**S**UPERB 1949 A40 4-door, heater, low mileage; £605.—  
 S.124, Maidenhead Rd., Putney.  
**£645**—holstery, one owner, taxed year.  
**D**ENHAM SERVICE STATION, Ltd., Denham, Bucks.  
 Tel. Denham 2266. [C1070]

**1949** saloon, black, very clean, ex-casualman; £730.  
 —Groves, 113, Hinkley Rd., Nuneaton 5067.  
**1950** Austin A40 saloon, 900 miles.—Green & Zouls,  
 Ltd., 246-252, Deansgate, Manchester 5.  
 Tel. Deansgate 5525-6. [C1026]

**1950** Austin A40 saloon, green with beige leather  
 upholstery, low mileage and in splendid con-  
 dition throughout.  
**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220,  
 Cricklewood Broadway, N.W.2. Gl. 2234. [C1008]

**1949** Austin A40, black, sun roof, radio and  
 heater, excellent condition; £750.—  
 1466, [C1046]

**1949** Austin A40, radio and heater; £700.—Smith  
 & Hunter, 376, Kensington High St., W.14.  
 Western 2312. [C1019]

**1950** (November) Austin A40, sun roof, heater,  
 4,000 miles, low tax.—Deansgate, Ltd., Austin  
 Agents, Staines, Middlesex, Tel. 501. [C1074]

**AUSTIN A40**  
**O**CTOBER, 1949, A40, colour grey, beige leather, 19,000  
 miles; only £725.—Blue Star Garage, 617, Finchley  
 Rd., Hampstead, N.W.3. Ham. 2254. [C1076]

**1950**—Austin A40, 4,000 miles, black, heater, radio,  
 —Gerry Brownie Motors, 55-57, South Ed-  
 wards Square, London, W.2. Western 4551. Trade only.  
 [C1051]

**1951** (Sept.) Austin A40 Devon saloon, 6,000  
 miles, many extras, spotless condition  
 throughout; balance of Coventant—Sidney Marcus,  
 Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5337. [C1006]

**645** cns—Austin A40 (February, 1949) Devon 4-door  
 saloon, blue, lawn leather, small mileage, care-  
 fully used, excellent condition; terms, exchanges, list,  
 open 9-5 week-days and Saturdays.—Rowland Smith,  
 Hampstead (Hampstead Tube). Hampstead 6041. [C1018]

**Austin A40 Cars Wanted**  
**T**HE CAR MART, Ltd., London distributors, wish to  
 purchase Austin A40 cars.—297, Euston Rd., N.W.1.  
 Euston 1212. [C0952]

**R**OWLAND SMITH'S, the Austin buyers—Hamp-  
 stead High St. (Hampstead Tube). Ham. 6041. [C1018]

**U**RGENTLY required, good late model Austin A40, im-  
 mediate cash.  
**L**EE GREEN MOTORS, 543-5, Lee High Rd., E.8 12,  
 Tel. Lee Green 0585. [C1056]

**P**HENIX MOTOR CO. (SURREY), Ltd., High St.  
 Sutton, Surrey. Vught 1121. [C1044]

**S**utton post-war Austin A40 required.—30, Ryecroft  
 Rd., S.W.16. Tulse Hill 2766 (day). [C1073]

**F**ERRARIS OF CRICKLEWOOD, Ltd., buy Austin  
 A40 saloons; H.P. petrol.—Drive in, write or  
 phone details to 200-220, Cricklewood Broadway, N.W.2.  
 Gladstone 2234. Open till 7 p.m. week-days. [C1008]

**AUSTIN TWELVE**  
**C**OAHCRAFT offer:—  
**1938** Austin 12, two owners, nice condition; £335;  
 3 months' guarantee; terms and exchanges.  
**J**ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,  
 Hornsey, Moutview 5228 and 5774. [C1054]

**£425**—Austin 12-4 1940 4-door saloon, excellent  
 throughout, leather interior, sliding roof,  
 many extras.  
**B**on W.11, Park 5066-7. Open Mon to Sat 9-6.  
 (50 yds Holland Park Tube); Exchanges, H.P. [C1017]

**£140**—1934 model Austin 12-4 (large body), two  
 good batteries, five good tyres, taxed last  
 56, Westport Drive, Barkin, Essex. [C1015]

**Austin Twelve Cars Wanted**  
**C**THE CAR MART, Ltd., London distributors, wish to  
 purchase Austin 12 cars.—297, Euston Rd., N.W.1.  
 Euston 1212. [C0954]

**R**OWLAND SMITH'S, the Austin buyers—Hamp-  
 stead High St. (Hampstead Tube). Ham. 6041. [C1018]

**G**UY ALFRED & Co., offer:—  
**1949** Austin 16, black, brown, low mileage, super  
 32hp, throughout—6-7, Warren St., W.1. Euston  
 1212. [C1005]

**H. A. SAUNDERS, Ltd., offer:—**  
**1949** Austin 16hp nine cars, New available for im-  
 mediate delivery. Best part exchange allowance for  
 your present car, in 6 terms available.  
 842 High Rd., N.12. Hillside 0021. [C1027]

**£836**—Austin 16, black, brown, 50,000 miles,  
 one owner, cellulose, unmarked, pistons  
 cool throughout. £565—877, High N.12. Finchley  
 0021. [C1035]

**C**LANFIELD LAWRENCE offer:—  
**1947** Austin 16 saloon, black, brown, 50,000 miles,  
 one owner, cellulose, unmarked, pistons  
 cool throughout. £565—877, High N.12. Finchley  
 0021. [C1035]

**B**LUE STAR GARAGES, Ltd., offer:—  
**1947** Austin 16, immaculate, £550.—Fortune Green  
 Rd., West Hampstead, N.W.6. Ham. 2211.  
 (Nor.) [C1031]

**1949** Austin 16 d/l saloon, one owner, direc-  
 tor's car, immaculately maintained; £650.  
**G. W. WILKIN, Ltd., 1, Weston Park, Kingston-upon-  
 Thames, Kin. 2741. [C1053]**

**1938** Austin 16, good condition; £510.—Salcott  
 Motors, 18, Salcott Rd., S.W.11. Bat. 1167.  
 [C1016]

**A**USTIN 16 hire car, 7-seater, 1950 model, as new;  
 £550.—Smith's, 220, Maryvale Rd., Bournemouth.  
 [C1016]

**1946** Austin 16 d/l saloon, black (choire 2),  
 £550.—A.Z. Motors, Palmistown Rd., N.W.6.  
 Mai 4723. [C1016]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN SIXTEEN

**1948** Austin 16 saloon, black, immaculate condition, one owner, taxed: £650.—Vidler, 43, Crawford St., W.1. Pad. 4915. (C0578)

**1948** Austin 16, black and brown, one owner, any examination or trial, 6 months' warranty. £475.—Haskins, Ladbrooke 1155. (C5087)

**595** ens.—Austin 16 1939 de luxe saloon, grey, sliding head one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

**245** ens.—Austin 16 1937 Greenwood de luxe 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418)

**1946** Austin 16, black/brown leather, fitted radio, Dore, Ltd., Guildford Rd., Woking, Tel. 1282. (C1076)

**1949** Austin 16 saloon, blue with brown upholstery, radio, heater, recorded mileage 26,000, condition perfect; illness reason for selling.—Box 1436. (C6602)

**NAYLOR & ROOT**—1949 Austin 16, black, brown hide, superb condition, £795; six months' guarantee, 23, East Hill, Clapham Junction, S.W.11. Bate 5272. (C5022)

**1947** Austin 16 saloon, low mileage, one owner, green, brown leather interior, part exchanges, deferred terms, written guarantee.—Chain Garage, Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Per. 4404-5. (C104)

Austin 16 saloons, unregistered, post-war models. First-class mechanical condition; slight attention required to paint and chrome work; choice of several from £375.—Wills Motors, Ltd., 18, Batham Hill, S.W.12 (2 minutes from Clapham South Tube station), Battersea 3260, 3769. (C1674)

**HIRE** Limousine 1951, partition, 7-forward, leather, mileage 14,000, bargain price, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2041. (C1036)

## Austin Sixteen Cars Wanted

T  
H  
E

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

**ROWLAND SMITH's** the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (C0922)

## AUSTIN A70 &amp; A90

ACRES offer:—

**1950** Austin A90 power-operated convertible, finished in black with blue leather upholstery, heater and radio, and in truly magnificent condition throughout; first £950 secures.

**ACRES AUTOS**, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. (C1009)

CAR MART, Ltd.

LONDON Distributors.

**1950** Austin A70 saloon, 10,000 miles, £975.

**1951** B.M.T.A. Con.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1059)

F. WARD, Ltd.

**1950** Austin A70 saloon, blue, blue upholstery, two owners, very clean car.

**F. WARD**, Ltd., Hanover Court Garage, Hanover St., London, W.1. Tel. Mayfair 0146. (C0403)

H. A. SAUNDERS, Ltd., offer:—

**1950** Austin A90 Atlantic convertible, blue with blue upholstery, recorded mileage 12,000; £995.

**836**—242, High Rd., N.12. Hillside 0024. (C3027)

WRIGHT, Ltd., offer:—

**1950** Austin A70 saloon, beige, brown leather, radio, 9,000 miles.

**WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C0405)

**CLAND & TABOR**, Ltd., Welwyn 481, offer with 3 months' guarantee.

**1951** Austin A90 saloon, black, beige leather, radio, heater, moderate mileage, B.M.T.A. permission to sell, £1,200. (C1001)

**1950** (Nov.) Austin A70 Hampshire saloon, 14,000 miles.—Durnate House, Winchester. (C1010)

**£745**—Austin A70 saloon, December, 1949, black/brown leather, sun roof, heater; one owner, blue.

**CLARKE & SIMPSON**, 73-79, Cadogan Lane, S.W.1. (C1048)

**1949** A70: £695.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5229 (5 lines). (C1050)

**AUSTIN A90** saloon, 9,000 miles, grey, radio, heater, mat, seat covers, July, 1951, B.M.T.A. permission, Euston 1212. (C0986)

**1950** Austin A70 sunshine saloon, black, 12,000 miles; £695.—Broadway Motors, 67, High St., Hammersmith, Tel. 0175. (C1028)

## AUSTIN A70 &amp; A90

**1950** (November) Austin A70 saloon, under 9,000 miles, blue exterior, blue upholstery, radio, heater, one owner, £590.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gl. 2254. (C2006/7)

**1949** A70 sun saloon, heater, 10,000, taxed, super condition; £795; exchanges.—Alley & Hart, Ltd., 372, Kings Rd., Chelsea, Fla. 7345. (C0744)

**1950** A90s: from £875, also wanted, used A90 in part exchange for new one.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C0404)

**1952** (March) Austin A90 saloon, as new, 7,000 miles; £1,130.—Apply, F. F. Baker, Baththorpe Hall, Nr. King's Lynn. Tel. Spalden 248. (C0756)

**AUSTIN A90** saloon, October, 1951, 1,500 miles, black, radio, heater, excellent condition, will accept £1,075.—Harry Martin, 23, Devonshire Place, W.1. (C5557)

**1952** (April) Austin A70 Hereford saloon, 5,300 miles, only, heater, covers, overdrive gears, as new, balance of Coventant.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 5557. (C5066)

**1951** Austin A90 saloon, grey, heater, lounge cover, 10,000 miles, immaculate, B.M.T.A. permission, must be sold; first reasonable offer accepted.—Lampitt, Talbot Inn, Clarendon St., W.1. (C5054)

**ROSE & YOUNG**, Ltd., offer 1950 (Dec.) Austin A90, electric convertible, 2,800 miles only, radio and heater, green; offers—£5-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). (C1057)

**AUSTIN A70** de luxe saloon, just free of covenant, 10,000 miles, complete upholstery, heater, radio, fitted extras, as new, under current list price.—Appl., Northways Garage, Swiss Cottage, N.W.3. (C5026)

**1950** Austin A90 power-operated convertible, fitted radio and heater, finished in red with beige leather upholstery, 11,000 miles; £625.—Hale's Motor Car, Ltd., Austin House, Granada Rd., Southsea, Tel. Portsmouth 32267. (C0606)

**1949** Austin A70 (July 1949) saloon, black, 725 sliding head, heater, one owner, carefully used, excellent condition; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418)

**FERRARIS OF CRICKLEWOOD**, Ltd., invite you to take immediate delivery of a new Austin A90 sports saloon, laidwork in black with interior attractively upholstered in red leather, showrooms open till 7 p.m. each week-day.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. (C2006)

## Austin A70 and A90 Cars Wanted

T  
H  
E

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

**ROWLAND SMITH's** the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (C0922)

**N.B.**—Austin owners: cash awaits your A70 or part in exchange for a sound used car; see us first.—Bawling Bros., Ltd., 87a, Cromwell Rd., S.W.7. Fro-bister 8161. (C0415)

## AUSTIN EIGHTEEN

**MEBES & MEBS**, Ltd. (Est. 1895), offer:—

**1939** Austin 18hp 7-passenger limousine, division, grey with hide upholstery, one owner, 11,000 miles, above average, £525.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C5012)

**AUSTIN 18hp 7-seater** York saloon in good order, £275.—1, Devonport Rd., Oxford, O.E.6. RH 2975. (C0312)

**1939** Austin Iver limousine, one private owner, 11,000 miles, excellent condition; £735.—Join Group, 20, Hermitage Lane, N.W.2. Speedwell 1242. (C0406)

**£595** 1939, a privately owned car which can truthfully be described as immaculate, dark blue coachwork, entirely devoid of blemish with blue leather interior in far better condition than the majority of post-war models.

face-forward occasional seats apparently never been used, smooth silky engine giving just that economical yet satisfying performance essential to the private hire operator to whom we strongly recommend this exceptional Austin Window as one of the best we have handled.

**CAMDEN MOTORS**, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase; part exchanges, free delivery. Showrooms open till 8 p.m. Monday-Saturday. (C1056)

**FIFTY 7-seaters** 1937/38/39 partitioned Limousines, selected exceptional carriages, mechanical guarantee certificate, from £495. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1036)

## Austin Eighteen Cars Wanted

C  
M  
THE

**CAR MART, Ltd.**, London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. (C0986)

**ROWLAND SMITH's** the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (C0922)

## AUSTIN TWENTY

**195** ens.—Austin 20 1936 Mayfair 7-seater limousine, black, upholstered leather throughout, sliding partition, face-forward occasional seats, roof luggage carrier, discs, very good condition; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418)

**Austin Twenty Cars Wanted**  
**ROWLAND SMITH's** the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (C0922)

## AUSTIN TWENTY-EIGHT

**FIFTY** Limousines (List posted) Ranelagh, 1939, partition, forward occasional seats, leather, certified mechanically, moderate mileage, bargain price, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1036)

## AUSTIN A125 &amp; A135

CAR MART, Ltd.

LONDON Distributors.

**1951** Austin A125 Sherline 7-seater limousine, radio, heater, 7,000 miles; £1,575. B.M.T.A. Con. (C1059)

**1950** Austin A125 Sherline saloon, radio, heater, 5,000 miles, £1,295.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1059)

EX GARAGES offer:—

**1951** (June) Austin A135 Princess saloon, maroon, with beige and brown interior, genuine 8,000 miles, immaculate condition; your present car in part exchange. (C1674)

**EX GARAGES**, Ltd., 2, Lexington St., W.1. Gerald 1860. (C1059)

CHARLES RICKARDS, Ltd.

**1951** (Jan.) Austin Sherline limousine, one owner, metallic grey, 12,000 miles, faultless condition, £1,350. (C3027)

**56** Baywater Rd., W.2 (next door Lancaster Gate Tube). Pad. 1920. (C3050)

H. A. SAUNDERS, Ltd., offer:—

**1950** Austin Sherline saloon, black with beige upholstery, recorded mileage 5,000; £1,495.

**836**—242, High Rd., N.12. Hillside 0024. (C3027)

H. A. SAUNDERS, Ltd., offer:—

**1950** Austin A125 Sherline saloons, and limousines, are available for immediate delivery, best part exchange allowance for your present car; H.P. terms available. (C3027)

**836**—High Rd., N.12. Hillside 0024. (C3027)

H. A. SAUNDERS, Ltd., Radlett, Herts.

**1950** Austin Sherline, mileage 15,000.—Tel. Red-lett 5681-6. (C4003)

BROOKLANDS.—Individuality new and used.

**1951** Austin Sherline limousine, mileage 2,500.

**103**—New Bond St., London, W.1. Mayfair 9551-6. (C1029)

**1949** Austin Sherline, black/brown, heater, radio, 9,000 miles.

**TICKFORD**, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5536. (C3029)

**1950** (Nov.) Austin Sherline saloon, radio, heater, one owner; £1,250.—Austin House, 297, Euston Rd., N.W.1. Euston 4468. (C3023)

**1950** (Oct.) Austin Sherline saloon, silver, grey leather upholstery, heater, radio, one owner.

**W. J. BROWN**, Ltd., Established over 30 years.

**339**—Finchley Rd., N.W.3. Hampstead 4414. (C658)

**1949** Austin Sherline saloon, in excellent condition with good tyres, £1,050.—Vidler, 43, Crawford St., W.1. Pad. 4915. (C5777)

**1949** Austin Princess touring limousine, immaculate condition, chauffeur kept.—Dunham & Haines, 30, Castle St., Luton, Tel. 2100. (C1079)

**1951** (December) Sherline, black, 300-odd miles only, used once only late owner, B.M.T.A. consent, £1,800.—Blane, Portadown, N. Ireland. (C472)

**1952** Austin Sherline limousine, 7-seater with division, very clean, offered practically as new, reasonable offer accepted, H.P. or part exchange.

**DAVID ROBINSON**, Ltd., 115, Austin House, 47, Peter's St., Bedford. Tel. Bedford 61575 (4 lines). (C629)

**1950** (Oct.) Austin Sherline limousine, 3,000 miles only, condition equal to new, offered at the attractive figure of £1,550 for quick sale.

**S. BURGESS**, Ltd., 41, Adams Rd., Dewsbury, Tel. 653. (C4148)

**1950** Austin A125 Sherline, black, 10,000 miles, above average, very clean, £1,100.—Tel. 111-115, Addiscombe Rd., Croydon, Addiscombe 5066. (C1076)

**1950** Sherlines from £1,450; also, wanted, Sherline or Princess in part exchange for new one.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C0404)

**£1065** 1950 model Austin Sherline saloon, grey, grey leather, all extras, radio, heater, etc., small mileage and in exceptionally good condition.

**CAMDEN MOTORS**, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase; part exchanges, free delivery. Showrooms open till 8 p.m. Monday-Saturday. (C1056)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A125 &amp; A135

**1952** Austin Pyralis saloon, dark maroon Vanden twin speakers, body, air conditioned, Rimblebush, ruzel covers, chauffeur kept, perfection, best offer over £2,200, no dealers.—Box 1492 (16796)

**1949** Austin Sheerline saloon, metallic grey with grey leather, heater and radio, very carefully looked after, in excellent condition; write or telephone for full particulars; your second-hand car taken in exchange.—Herbert Robinson, Ltd., Cambridge, Tel. 4461. (C5953)

## Austin A125 and A135 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: AUSTON 1212.

## Austin Miscellaneous Cars Wanted

**ROWLAND SMITH'S**, the Austin buyers.—Hampstead High St. (Hampstead Tube), Ham, 6041. (0956)

**AUSTIN** wanted.—Smiths, 66, Chalk Farm Rd., N.W.1. Qul. 2787. (0956)

**MARSTON MOTOR CO.** for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (16796)

**HATTONS**, of Road 84, Southport, will buy Austin 1935 to 1950, 8 to 16hp, in condition above average. £1,000. Austin currently required.—Corbett & Taylor, 22, Conduit Mews, W.2. Ann. 6049. (W1698)

**WEYBRIDGE AUTOMOBILES, Ltd.**, the Austin distributor, currently require late type Austin.—Tel. Wealden 718. (0956)

**C. A. PETO, Ltd.**, 42, North Audley St., W.1, currently require post-war small mileage Austin cars in first class condition.—May 3051. (W3045)

**JOHN S. TRUSCOTT, Ltd.**, are consistently good buyers of really well-kept Austins.—173, Westbourne Grove, W.11, Baywater 4274. (C4935)

## Austin Spares and Service

**A** FIRST-CLASS service for Austin replacement units and vehicle parts, pre-war and post-war spares in stock; open Saturday until 6 p.m., night service available.—Wimbledon Motor Works, Ltd., 29, High St., E.W.19. Wm. 0123. (0414)

**NORMAND, Ltd.**, The best service only, highly skilled mechanics with efficient supervision. NORMAND, Ltd., 406-9 Kinn St. W.6. Riv. 3665. (0223)

**C. O. NORMAN & Co.**

**A**UTHORISED Austin retailers, service, spare parts and replacement units.—50, Vauxhall Bridge Road, London S.W.1, Victoria 22. (0271)

**THE CAR MART, Ltd.**

**L**ONDON distributors, spare parts for all models cars and trucks.

**THE CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9, Hendon 6900, and at 16, Chiswick Rd., Ealing, W.9 (Ealing 6717), and 382, Streatham High Rd., S.W.16 (Streatham 77). (0180)

**F**OR Austin spares and replacement units.—Banks, Burnham Bucks 84. (0555)

**A**USTIN 7 spares, lowest prices, largest stock, stamp for price list.—Witham's, 15 Balmes Hill, S.W.12, Battersea 3260, 3769. (0449)

**FRICKERS**, of Holland Park, for Austin spares and service.—Holland Park Ave. (next door to Underground), Park 5077. (16216)

**A**USTIN 7 spares, any year, any part, latest stockists in U.K., ex-hatton's.—Try Northwood's first—43-47, Newington Causeway, S.E.1, Hop. 2652, 2620. (0414)

**BROCKHURST GARAGE**—Harrow agents for Austin, sales service, spares, recommissioned units.—Uxbridge Rd., Harrow Weald, Middlesex, Tel. Crimidine 561. (0033)

**WES' LONDON**—Rogers Garage, repairs and service; new stockists, new address: Wexley Ave., Putney, W.8, Riverside 2644-5. Old and new friends welcome. (18955)

**A**USTIN spares for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Distributors of Austin Spare Parts, Leicestershire House, Great West Road, Bedford, Bedfordshire, Tel. Fellin 4274-5. (0389)

**PRYNN & STEVENS, Ltd.**, the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, clutches, carburetors, brake shoes and electrical units from stock, repair and service to Austin exclusively.—57, Acre Lane, S.W.2, Brixton 1155. (10184)

## BENTLEY (3½- &amp; 4½-litre)

**H. R. OWEN, Ltd.**—Send for full details of first-class used Bentley cars available.—17, Berkeley St., London, W.1, Tel. Mayfair 9060. Proud Member of the British Group. (C5925)

## BENTLEY (3½- &amp; 4½-litre)

**JACK BARCLAY, Ltd.**

**L**ARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request.

**12-13**, St. George St., 8 answer Sq., London, W.1. Tel. Mayfair 7444. (10067)

**JACK BARCLAY, Ltd.**

**RIPPON**

**RIPPON BROS., Ltd.**

**T**HE leading Northern Bentley Distributors.

**1949** Bentley Mark VI standard steel saloon, black with grey leather upholstery.

**1948** Bentley Mark VI standard steel saloon, black with blue leather upholstery.

**1948** Bentley Mark VI Mulliner bodied saloon, blue with blue leather upholstery.

**1947** Bentley Mark VI standard steel saloon, black with grey leather upholstery. Demonstrations arranged without obligation.

**RIPPON BROS., Ltd.**, Huddersfield 7070 (5 lines). Also at Bradford, Leeds and Sheffield. (10906)

**R. F. FUGGLE, Ltd.**

**1950** (Nov.) Bentley Mk. VI standard steel saloon, one owner, 2,300 miles, grey and black maroon upholstery.

**R. F. FUGGLE, Ltd.**, Bushey Heath, Herts. Tel. 1685. (C5925)

**PARK WARD & Co., Ltd.**

**O**FFICIAL Bentley retailers.

**O**FFER slightly used Bentley Mark VI cars; details on application.

**PARK WARD & Co., Ltd.**, 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. (10905)

**JACK OLDING OF MAYFAIR.**

**O**FFICIAL Rolls-Royce and Bentley retailers, offer from their selection of first-class used Bentley and Rolls-Royce cars a 1951 Bentley Mark VI standard saloon, metallic grey, low mileage (remaining period of warranty to be signed); full details on request.—Audley House, North Audley St., W.1, Mayfair 5242-5-4. (C5980)

**MASCOT MOTORS, Ltd.**, offer:—

**1936** 3½-litre Gurney Nutting sports saloon.

**1935** 3½-litre Barker sports four-ouche coupe.

**1934** 3½-litre Thrupp & Maberly sports saloon.

**MASCOT MOTORS, Ltd.**, 257-243, Kennal Rd., Ladbrooke Grove, W.10. Ladbrooke 1231-2. (C5907)

**HAROLD RADFORD & Co., Ltd.**

**I**NVITE you to call and inspect their unique selection of Bentley cars.

**HAROLD RADFORD & Co., Ltd.**, Melton Court, 8 South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (C5947)

**PADDON BROTHERS, Ltd.**, offer:—

**1934** 3½-litre Bentley Park Ward sports saloon, silver with green leather upholstery, 2,000 miles, attractive car in every way, superb condition; £250.

**PADDON BROS., Ltd.**, 460, Cheval Place, London S.W.7. Kensington 3477. (C5935)

**ARTHUR MULLINER, Ltd.**, offer:—

**4½-litre Bentley**, first registered 22.9.36, fitted with most attractive sports saloon body by Arthur Mulliner, Ltd.; we have been asked to dispose of this car on behalf of the original owner; the car is in immaculate condition; it requires some mechanical work to be carried out before delivery, full history available.

**ARTHUR MULLINER, Ltd.**, Bridge St., Northampton, Tel. 507. (C5919)

**MANN EGBERTON & Co., Ltd.**, offer:—

**1950** (Nov.) Bentley Mk. VI steel saloon, black with blue leather upholstery, mileage 4,000.

**1949** (Nov.) Bentley Mk. VI steel saloon, dark blue with blue leather upholstery, mileage 5,000.

**1949** (April) Bentley Mk. VI special drop head coupe by Park Ward, grey with grey leather upholstery, mileage 11,000.

**14** Berkeley St., London, 1. Regent 2073. (C5906)

**GUY SALMON AUTOMOBILES offer:—**

**1935** Bentley 3½-litre sports saloon by Thrupp & Maberly, £1,080. Portsmouth 84. (C4901)

**BROOKLANDS**, individually new and used.

**1949** (Dec.) Bentley Mark VI Park Ward drop head coupe, grey, one owner, overhauled and owned by makers, buy or sell your car.

**103**, New Bond St., London, W.1, Mayfair 831-6. (C1029)

**L**ARGE stock of 3½-4½ cars for disposal.

**H. R. OWEN, Ltd.**, 17, Berkeley St., W.1, Mayfair 10096. (C1046)

**CHRISTEAD MOTORS, Ltd.**—See our advertisement under "Sports Cars."

**1950** Bentley Mark VI 4-door steel saloon as new; choice of 2.

**A. FREEMAN, Ltd.**, Greenward Garage, Burnage Lane, Manchester, 19, Ras. 2674-5. (16594)

**1948** (March) Bentley Mark VI standard steel saloon; faultless.—Ernest Sutton, Tel. Regate 4. (C4925)

## BENTLEY (3½- &amp; 4½-litre)

**A**LL the following Bentley cars are for sale at very desirable prices, exchanges and easy terms if desired.

**1947** Bentley Mk. VI steel saloon.

**1938** Bentley 4½ H. J. Mulliner.

**1937** Bentley 4½ Cuckshott.

**1937** Bentley 4½ Gurney Nutting.

**1937** Bentley 4½ Vanden Plas d.h.

**1936** Bentley 4½ Barker.

**1936** Bentley 3½ Mayfair.

**S**WANMORE CAR SALES 1176-1180, Christchurch St. Rd., Boscombe, Bournemouth, Tel. Southbourne 1022. (C4954)

**1936** 7 Bentley 4½ Park Ward sports saloon, immaculate, taxed year, new tyres; £1,150.—Reigate 5081. (16755)

**1940** overdrive 4½-litre Bentley razor-edged saloon by Park Ward, one owner since new, serviced at Crewe.

**1936** 3½-litre Park Ward sports saloon.

**1935** Freestone & Webb open tourer with known history.

**R. C. MORTLAKE**, 253, Kennal Rd., London, W.10, Ladbrooke 3155, after 5.50 Arno d. 004. (C5917)

**BENTLEY 4½-litre (31/10/36)** Park Ward d.h. coupe, very good condition, new hood and battery.—Aylestone Ave., N.W.6, Willesden 7159. (16759)

**1947** Bentley Mark VI saloon, 38,000 miles, very well kept; £2,650.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. (16759)

**3½-litre Bentley Vanden Plas tourer**, 71,000 miles, 1937 first reg. 1937 reg. radio, perfect; £1,250.—Bourers, Worthing 5467. (16124)

**1950** (November) Mark VI Bentley standard steel saloon, black, maroon upholstery, 19,300 miles in immaculate condition; £3,450.

**E**USTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5251), and 12, Chelsea Manor St., S.W.3 (Fleming 3161). (C5946)

**1949** Bentley Mark VI all-steel 4-door sports saloon, low mileage, for immediate delivery.

**GROSE LTD.**, Northampton. Tel. Northampton 4540. (16408)

**CHARLES POLLETT, Ltd.**, Accredited Rolls-Royce & Bentley retailers and repairers, offer at keenly competitive prices the following:

**1951** Bentley Mark VI (the bare) standard steel sal. with disappearing division, black, beige sides, 315 miles only, B.M.T.A. permission to sell, £3,350.

**1951** Bentley Mark VI standard steel sal., attractively painted black and very well kept, beige hide, 14,800 miles, one owner, £2,580.

**1950** Bentley Mark VI standard steel sal., midnight blue, beige hide, one owner, 35,000 miles, beautiful condition throughout; £3,395.

**1950** Bentley Mark VI standard steel sal., two tone grey, beige hide, one owner, 35,000 miles, removable luggage rack; £3,450.

**1947** Bentley Mark VI 4-dr. sports sal. by H. J. Mulliner, maroon, beige hide, one owner, 15,000 miles only (genuine); £3,750.

**B**ECAUSE we supplied all the above cars new, we can offer them with great confidence and give the history.

**1937** Bentley 4½ 4-dr. razor-edge sal. by Park Ward, black, grey hide, complete chassis and overhaul; £1,650.

**O**FFICIAL Retailers and Repairers, 18, Berkeley St., W.1, May. 6256.

**S**ERVICE Works and Stores, Barnsdale Yard, off Elin Ave., W.9, Csm. 5936. (C5910)

**BENTLEY 1949** (July) standard steel saloon, grey lower panels with black top, blue leather, one owner, 30,000 miles, immaculate condition.

**C**RAWLEY ATTWOOD & SON, Ltd. (Rolls-Royce & Bentley Retailers), Wolverhampton. Tel. 29534.

**1951** Bentley Mark VI (the bare) 4½-litre engine, standard steel saloon, grey, 14,750 miles, immaculate condition; £4,750.

**W. M. COOPER**, Farthing Hall, Marshals Drive, St. Albans 1066. (16779)

**S**PORTS 4-door 3½-litre saloon, boot, splendid condition, immaculate, excellent value.—A. & S. 2, Providence Court, Grosvenor Sq., Mayfair 2941. (C1036)

**1949** (April) Bentley Mark VI Standard steel 4-door saloon, black, brown hide, 19,346 miles, new tyres, fitted, magnificent condition throughout.

**C. S. BLACKFRIERS**, Ltd., 203, Deanstone, Manchester. (16707)

**1948** Bentley saloon Mark VI 24,000 miles, immaculate condition; £3,150.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. (16000)

**E**DWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth 1000, Tel. 1272-51, officially appointed Bentley retailers and repairers; reliable used cars in stock. (16058)

**BENTLEY 1939** 4-door saloon, Hooper sports body, excellent condition; best offer over £2,950 secure.—Write Box 1588, c/o Streets, 110, Old Broad St., E.C.2. (16541)

**1936** Bentley 3½-litre Barker sports saloon, excellent; £1,125.—Clayton's, Cars (London), Ltd., 337, Euston Rd., London, N.W.1, Tel. Euston 5226 (5 lines). (C1090)

**1938** December, new tyres, 53,000 miles, B.M.V. wireless, first registered May 1941, in excellent condition; £1,375.—Tel. Holborn 1754, Box 1395. (16471)

**1937** Bentley 4½-litre sports saloon by Thrupp & Maberly, semi-razor edge, excellent history, beautiful condition; £1,900.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. (16006)

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**936/7** Daimler 20hp saloon, black, in excellent condition; £350.—Gatehouse Motors, d. Highgate Village, London N.6. Most 4444. 4C601.



# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Flat Cars Wanted**  
**XXX** Cash immediately for good Flat—B. P. Edwards, 59, Upper High St., Epsom 3000. (W3001)

**MAYFAIR GARAGES, Ltd.**—Particularly good cash buyers of all models Flat, because we sell more Flats yearly than any firm in the country; telephone or write for buyer to call—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 5104-S. (10095)

**Flat Spares and Service**  
**FIAT (ENGLAND), Ltd.**, Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service—Tel. Peverill 5631. (10095)

**FIAT 5000 genuine Fiat spares, reconditioned engines, seat covers, starters, dynamo, timing chains, etc., guaranteed repairs—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bqr. 1664. (10325)**

**B.D.J. (ENGLAND), Ltd.**, offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts—65, Loveland Rd., Harrow, Bqr. 6028. (10325)

**MAYFAIR GARAGES, Ltd.**, Flat renovations, sales and repairs by skilled British and Italian mechanics; under 500 service, exchange assemblies, body-trims and accessories stocked—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May 3104-S. (10095)

Open 9-6, Sat. 9-12. (10052)

**FORD (8 h.p.)**

**W. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (10342)

**1949** Ford 8 Anglia saloon, colour black, 16,000 miles, one owner, very good condition; terms, exchange—Rowland Smith, below— (10342)

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**FORD (8 h.p.)**

**1946** Ford Anglia, reconditioned engine, excellent condition; 2575. (10305)

**MAGDALEN MOTORS, Ltd.**, Trinity Rd., Wandsworth Common, Battersea 5573. (10305)

**1936** Ford 8 saloon, immaculate condition, any trial, bargain, 4179. (10305)

**G. P. (BALHAM), Ltd.**, 25, Balham Hill, S.W.12 (100 yds Clapham South Tube.) Batt. 1107-8-9. (10204)

**1949** Ford Anglia, fitted radio, excellent condition; 13 months' guarantee, terms and exchanges. (10454)

**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hammersmith, Mountview 5228 and 5274. (10454)

**1950** (June) Ford Anglia 10hp, black/brown, stabilisers back and front, 12,000 miles, 5265. (10454)

**CONNAUGHT ENGINEERING, Ltd.**, Portsmouth Rd., Surbiton, Tel. Ripley 5122. (10454)

**1950** Anglia, black, one owner, 10,000 miles; 5253-G, P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tube Rvt 548. (10454)

**1937** Ford 8 2-door saloon, leather upholstery, taxed, exceptional condition, consider exchange; 4255-S, Marks Rd., Moorstown, Bournemouth. (10454)

**1947** Ford 8 Anglia, in excellent condition, fitted reconditioned engine, taxed for res. 4255. (10454)

**Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (10454)**

**ANGLIA, 1950**, black, red leather, mileage 16,256, unused this year, a most beautiful car, 4750. (10454)

**Field, "Hazeldean," Broad Lane, Illogan, Redruth, Tel. 408. (10454)**

**ARTHUR E. GOULD, Ltd.**, 290-292, Regent St., W.1. (10454)

**1946-50** Ford Anglia saloons, low mileage, all guaranteed, also earlier models. (10454)

**625** cns.—Ford Anglia, November 1950, 8hp saloon, beige, one very careful owner, genuine 4,750 miles, unown original tyres, brand new condition; terms, exchange—Rowland Smith, below— (10454)

**545** cns.—Ford Anglia, March 1950, 8hp saloon, black, red leatherette, one owner, carefully used, excellent condition; terms, exchange—Rowland Smith, below— (10454)

**495** cns.—Ford Anglia, August 1946, 8hp saloon, black, one careful owner, good tyres, excellent condition; terms, exchange—Rowland Smith, below— (10454)

**425** cns.—Ford Anglia, June 1946, 8hp saloon, black, heater, excellent condition; terms, exchange—Rowland Smith, below— (10454)

**345** cns.—Ford Anglia, 1946, 8hp saloon, black, one owner, very good condition; terms, exchange—Rowland Smith, below— (10454)

**325** cns.—Ford 8, May 1949, 8hp Utility van, maker's standard body with glass side windows, plain black timberbushers, one careful owner, small mileage, exceptional condition; terms, exchange—Rowland Smith, below— (10454)

**265** cns.—Ford 8, July 1950, de luxe saloon, dark blue, very good condition; terms, exchange—Rowland Smith, below— (10454)

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Ford Ten Cars Wanted

MARSTON MOTOR CO. Ltd., for your Ford 10—N.15. Sta. 2000, Seven Sisters Rd., Tottenham, N.T.

FERRARIS OF CRICKLEWOOD, Ltd., buy Ford 10. Perfects, preferably 1949, in leather or cloth; high settled; drive in, write or tel.—200-220, Cricklewood Broadway, N.W.2. Oldstone 2234. Open 7 p.m. weekdays. (W202)

## FORD (V.8)

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloon, choice of two cars, both low mileage and in first-class condition.

These cars are available for demonstration anywhere, any time, hire purchase terms can be arranged.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C3042)

CAR MART, Ltd.

1949 Ford Pilot saloon, 6 months' guarantee; £285.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1059)

WARWICK WRIGHT, Ltd., offer:—

1950 Ford V.8 Pilot saloon, blue, blue leather, radio and heater, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C1045)

ALLAN TAYLOR MOTORS, Ltd., offer:—

SEPTEMBER, 1950, Ford Pilot, leather, radio heater, low mileage, £625.

5081 St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). (S575)

CUY SALMON AUTOMOBILES, offer:—

1950 Ford Pilot, excellent condition, heater, radio; £795.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C1001)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot, black/brown hide, 9,000; £775.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Ealing, W.5, Regent 4866; 12, Sunningdale Rd., Cuffley, S.E.25, Regent 4866.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

1949 Ford Pilot, blue with blue leather upholstery, radio, taxed year, immaculate; £754. Reigate 5081. (C1074)

1950 Ford V.8 Pilot, brown, brown upholstery, in black; £775, best exchange terms.—Mitchell, 1, High Rd., S.W.12. Balham 2234. (A924)

1950 (June) Pilot, green, one owner, radio, heater, extra, genuine 11,500 miles, in absolute first-class condition, any trials; £900 or near offer or part exchange for smaller cars).—W. Wootter St., Gloucester. Tel. 21052. (B116)

FORD V.8 50hp model 68 drop head coupe 2-seater and dicky, 1950, very clean indeed, just had Andre side control shockers fitted, in point of fact the previous owner has just spent close on £100 on this car. £155, terms and exchange.

OLIVER AUTOS, 100, Pembridge Rye, S.E.15. New Cross 4563. (B581)

BRITONS, Ltd.—1937 Ford V.8 50hp saloon, excellent engine, just overhauled, reconditioned dynamo, brakes, refined (new drums), new double life Exide battery, fitted touring bar, ideal car for caravan or fast touring; £250.—13-14, Oden Mews, Epsom's Gate, W.16. Western 1242. (C1096)

## Ford V.8 Cars Wanted

CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. 10175

ROWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (C093)

CAMDEN MOTORS urgently require 1939-40 91A Ford C saloons and also 1948-50 Pilot series.—Particulars and price required:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2001 (5 lines). (W1055)

UTILITY—FORD OR OTHER BODIES

1940 Ford 10 4-door 6-cylinder utility; absolute bargain, £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. (C1011)

PILLOT Estate Pick-up, finished maroon, immediate delivery for home or overseas. £320.—C. F. Wood, Sen. Ltd., 66, Mt. St., Stevington. (B626)

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (C093)

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (C093)

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C3042)

FORDS wanted.—Smith's, 66, Chalk Farm Rd., N.W.1. Gul. 2767. (C0623)

F. M. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson; Dagenham reconditioned engines, 8, 10 and 50hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4420. (A420)

FORD RD., Folkestone 51222. (A906)

## Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665/10225

ALLAN TAYLOR (MOTORS), Ltd.

1101 St., Wandsworth, S.W.18. (C0348)

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). (C1054)

HANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wandstead 2232), main Ford dealers, service and all spares. (C0095)

MORE and better service for Ford owners in North West London as from the 27th of June! W. J. Brown, established over 20 years, will take over the modern garage and fitting station of Wadcol Motors, Ltd., 150, West End Lane, London, N.W.6. (C0652)

## Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (C093)

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee. See under "Sports Cars."

JULY, 1950, type 320 special sports saloon, red and Lockheed brake, £595.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.1. Fremantle 541. (C1059)

1939 Frazer Nash-B.M.W. Model 321, Fordson drop head, 44,000 miles only; £645.—Claydon Cars, (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 315 (5 lines). (C1060)

295 gns.—Frazer Nash-B.M.W. 1956, 2-litre Type 55, four-door drop head coupe, green, green leather, very good condition; terms, exchanges.—Rowland Smith, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C3042)

215 gns.—Frazer Nash-B.M.W. August 1955, 2-litre Type 55, convertible sports coupe, black, blue leather, very good condition; terms, exchanges, del. open 7-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Ham. 6041. (C0618)

1937 Frazer Nash-B.M.W. Type 319 drop head coupe, mech. perfect, two carburetors, finished attractive blend of cream with red band, excellent hood, extremely clean interior, new tyres, specimen condition throughout; £550.—Car Bros., The Soba Garage, Soho, W.1. Ger. 6678-9. (C0570)

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (C093)

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. (W1013)

HEALEY

BROOKLANDS, Healey Distributors, London, Home Counties.

"STILL world's fastest 4-seater saloon."

1952 Healey Tickford saloon, maroon, beige.

1951 Healey Tickford saloon, silver, blue.

1950 Healey Silverstone sports 2-seater.

1949 Healey Silverstone, black, many extras.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 6351-6. (C1029)

ALAND & TABOR, Ltd., Weisyn 481, offer with 3 months' guarantee:—

1951 (July) Healey Abbott drop head four-door coupe, black and grey, red leather, B.M.T.A. permission to sell.

1948 (April) Healey Elliott saloon, grey, blue leather, low mileage, passed by makers.

1951 Healey Tickford saloon, finished grey. (C1001)

1947 Healey Elliott saloon, just overhauled; £885.—Richards & Carr (previously Poynter & Richards), 35, Kinnerton St., Wilton Place, London, S.W.1. Sine 5424. (C1013)

BARTLETT.—Healey 1951 Tickford saloon, speedometer mileage 12,000, one owner, finished in blue with grey leather upholstery, year's tax, original condition, today's list price £2,890, unsaleable bargain £1,495.—27a, Pembridge Villas, W.11. (C1013)

Healey Cars Wanted

BARTLETT, The Healey Buyers, 27a, Pembridge Villas, W.11. (W1013)

## HILLMAN 10

GEORGE EDWARDS, Ltd., offer:—

1947 (late) Hillman Minx de luxe 4-door saloon with sliding roof finished in immaculate as original sparkling black cellulose chromium finishes and upholstered in spotless best-quality brown leather and worst of England cloth with carpets to match, special-features include: sports radio, 4-cylinder chromium-plated wheel discs, spot light, sprung steering wheel, etc. Total recorded mileage under 20,000.

one previous private owner, just passed out of complete check over, virtually indistinguishable new throughout; three months' written guarantee; 479s. hire purchase, part exchanges.—Amenbury Lane, Harpenden, Herts. Tel. 116. (C2000)

PHILIP RICHARDS, Ltd., offer:—

1949 Hillman Minx Phase III saloon, beige/red leather, radio, heater, 22,000 miles only.

Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (C3051)

## HILLMAN 10

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

1949 Hillman Minx Phase III de luxe saloon, fitted radio and heater, recent complete engine and body overhaul, negligible mileage, two owners only, taxed December; £329s.

IRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Made Vale 0264, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

SIMPSON (EDGWARE).

1950 Hillman Minx saloon, immaculate. £725.

SIMPSON MOTOR SALES (LONDON), Ltd., North Rd., Edgware, Tel. 3966 and 7070. (C4014)

PALMER MOTORS, Ltd.

1949 (May) Hillman Minx Phase III saloon, immaculate condition; £675; exchanges, terms.—55, York St., Tiverton, Devon (excess 1950). (C5034)

B. J. HUNTER, Ltd., offer:—

1950 Hillman Minx saloon Mark IV model, one owner; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 3305. (C2040)

H. A. SAUNDERS, Ltd., offer:—

1949 Hillman Minx Phase III saloon, black with brown upholstery, recorded mileage 6,455.

836—842, High Rd., N.12. Hillside 0024. (C2027)

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, blue/blue leather, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C0406)

SELBORNE (MAYFAIR), Ltd., offer

775 gns.—Phase IV Hillman Minx saloon, 50hrs or near offer.—Wimborne 2514. (B540)

CUY SALMON AUTOMOBILES offer:—

1948 Hillman Minx Phase II drop head coupe, excellent condition; £585.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C1000)

ACE SERVICE STATION (LONDON), Ltd., offer:—

1947 Hillman 10 saloon, very clean, an excellent example; £585 (5 lines). (C1000)

NORTH Circular Rd., Stonebridge Park, N.W.10. Egar 5545 (5 lines). (C1000)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1948 Hillman Phase II coupe, smoke grey, reconditioned engine; £775. (B540)

MARLBOROUGH Works, Kenilworth, Tel. Wordsworth 5556 and 3658. (C1009)

£475—1947 Hillman Minx saloon, black, brown upholstery, one owner, taxed year.

DENHAM SERVICE STATION, Ltd., Denham Bucks. Tel. Denham 2266. (C1070)

HILLMAN Minx 1946 saloon, radio, taxed year; £485 or near offer.—Wimborne 2514. (B540)

HILLMAN Minx coupe, 2-door, good condition; £205.—Pache, 32, Bolton Rd., Chiswick. (B701)

1939 Hillman Minx saloon, grey, green leather, sliding roof, moderate mileage.—Below.

1938 Hillman Minx saloon, blue, blue upholstery, sliding roof, excellent condition throughout.

RIPPO, Ltd., (Hillmans Purchased), 16, Alhemar St., Macfar, London, W.1. Regent 2954. (C2062)

1939 Minx sunshine saloon, in excellent condition, two owners, taxed; £335. Cunningham 1791. (C2067)

1947 Hillman Minx coupe, black, brown, speedo, reading 20,000, excellent condition.

TICKFORD, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 1338. (C0429)

1947 Hillman Minx, one owner as new; £545; three months' guarantee; terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C0454)

1950 Hillman Minx, black, 10,000 miles, covers, electric clock; £750.—180, Waltham Way, Chiswick, Btl. 5559. (C0454)

1946 Hillman, one owner, immaculate paintwork and leather; £450.—King's Motors, 1, High St., Hounslow, Tel. 3532. (C2049)

1950 (December) Hillman Minx Phase IV saloon, 9,000 fitted miles, quite immaculate after low mileage of 3,000 fitted miles; £645.

R. C. WIMBUSH, Ltd., 512, Ears Court Rd., London, S.W.5. Fremantle 8401. (C0456)

1948 Hillman Minx coupe, grey, blue leather, absolutely unmarked throughout, recommended, taxed year; £580.

JOHN WILSON AUTOS, Ltd., Banderstead Rd., South Croydon, Sanderstead 4260. (C0455)

1949 (late) Hillman Minx saloon, one owner, small mileage, excellent condition; several extras.—Staines, Ltd., Staines 801. (C1074)

1950 Hillman Estate car, low mileage, new engine; £685.—Blue Star Garage, 617, Finchley Rd., Hamstead N.W.3. (Ham. 2254). (B766)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HILLMAN 10

**£350**—Hillman 10 1939 4-door saloon, really excellent leather interior, sliding roof and mechanically many others.  
**PSYCHOTON**, 1, Clarendon Rd., Holland Park, London W.11, Park 5066-7. Open Mon to Sat: 9-6 (150 yds Holland Park Tube.) Exchanges, H.P. 1C1017

**1939** Hillman Minx saloon, immaculate, heater, windscreen, reconditioned engine, gear box, £375, o.n.o.—Beckford, Reading 60053. (16070)

**1948** Hillman Minx drop head coupe, green, leather upholstery, excellent condition. £375.—Dunget, Berners Hotel, Berners St., Ipswich, Tel. 3750. (16005)

**1950** Hillman Minx Mark IV saloon, pastel blue, blue leather, one owner; £750.—Tice & Son, 723, Wimborne Rd., Bournemouth, Tel. Winton 2000. (16515)

**CLASS'S MOTOR MART**—1939 Hillman Minx drop head coupe, reconditioned engine, £365; written guarantee.—5, Warren St., W.1. Tel. Euston 4110. (1C1040)

**1938** Hillman Minx 4-door saloon, good general condition, little used last 4 years, taxed 31.12.52.—Wilson, Dieg St., Leek, Tel. 339, £250. (16506)

**1948** Hillman Minx saloon Phase II, radio, loose covers, £625.—F. Dove, Ltd., 115-115, Addiscombe Rd., Croydon, Addiscombe 3096. (1C1076)

**1947** Hillman Minx saloon, black, low mileage, excellent condition throughout. £565.—M.B. Motors, 536, New Cross Rd., London, S.E.4. Tel. 3770. (1C3010)

**1939** Hillman Minx drop head four-seater coupe, reformed, good condition all round. £245.—John Gray, 20, Herne Hill Lane, N.W.2. Speed 132. (1C2026)

**XXX** Hillman Minx saloon, 1946 model, good condition adjustment.—"Maranon," Kilt Katts Rd., Croydon, Essex. (16282)

**HILLMAN** Minx 1946 (Nov.), must be sold immediately, going above 17,000, runs beautifully, sun roof, well maintained; £450 or best offer.—Caterham 3596. (16441)

**1948** (Oct.) Hillman Minx drop head coupe, heater, new hub, practically new tyres, leather upholstery, one owner, taxed year, excellent condition. £575.—Belton. (16049)

**1949** Hillman Minx Phase 3 saloon, colour blue, green good, moderate mileage. £775.—Belton. (16049)

**1949** Hillman Minx Phase 3 saloon, colour grey with red leather, mileage 15,000, taxed year, immaculate condition. £385.—R. S. Head (Sales), Ltd., 22, Queen St., Maidenhead, Tel. Maidenhead 34372. Tel. Maidenhead 34372. (1C3011)

**HILLMAN** Minx drop head coupe, works reconditioned engine, windscreen offers opportunity for higher b.p. station wagon.—Christy, 16, Parc Howard Ave., Llanelli, Tel. 722 and 1083. (16396)

**1946** (model) Hillman Minx saloon, colour black, leather upholstery, exceptional condition throughout. £465.—Modern Service (Wimborne), Ltd., High St., Wimborne, W.11. Tel. Wimborne 5155. (1C3014)

**1947** (Feb.) Hillman Minx Phase III saloon, finished grey, fitted with loose covers, 15,000, immaculate condition, mileage 14,100; £695.—Tice & Son, Wimborne Rd., Bournemouth, Tel. Winton 2000. (16515)

**GENUINE** bargain, Hillman Minx 1946 saloon de luxe, 17 cc Ministry, mileage 17,000, runs beautifully, absolutely good throughout; £395 or £132 deposit, balance 18 months.—Dawsons Motor, Shakespeare St., Nottingham, Tel. 41181. (16560)

**£185**—1934 Minx coachbuilt drop head four-seater coupe, professional man's well maintained car, complete overhaul, new tyres, 1951 (built 1938), taxed Dec., unexpected delivery new car.—T. H. Roberts,bourne 6424. (16092)

**325** cc.—Hillman Minx, June 1938, 10hp four-seater, excellent condition; terms, exchanges, flat, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041. (16049)

**1948** (October) Hillman Minx phase 2 drop head 4-seater coupe, metallic blue with new motor horn, leather upholstery, radio, twin fog lamps, dentistry, loose covers, one meticulous private owner since new, engine recently overhauled and fitted Chromoid lining, quite immaculate and outstanding example, must be seen to be appreciated; written guarantee. £645; terms, exchanges, W.1. Edwards, 200, Great Portland St., W.1, Langham 3012. (1C2035)

**1939** model Hillman 14hp saloon, 10,000 miles since £140 chassis overhaul, including reconditioned engine, new tyres, £350.—Vandervell, 215, Haverstock Hill, N.W.3, Primrose 4441. (1C4037)

**HILLMAN MISCELLANEOUS**  
**£725** 11-July, 1949 Phase III Hillman Minx, 17 cc Ministry, 17,000, runs beautifully, absolutely good throughout; £395 or £132 deposit, balance 18 months.—Dawsons Motor, Shakespeare St., Nottingham, Tel. 41181. (16560)

**£395** 11-July, 1949 Phase III Hillman Minx, 17 cc Ministry, 17,000, runs beautifully, absolutely good throughout; £395 or £132 deposit, balance 18 months.—Dawsons Motor, Shakespeare St., Nottingham, Tel. 41181. (16560)

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## Hillman Cars Wanted

**R** ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**R** ROOTES, Ltd.

**D** DISTRIBUTORS.

**R** REQUIRE modern low-mileage Hillman cars.

**B**IRMINGHAM.—Lower Temple St. (Central 8411).

**M**ANCHESTER.—129, Deansgate. (Blackfriars 6677.)

**M**ALDSTONE.—(Maldstone 3333.)

**C**ANTERBURY.—(Canterbury 3252.)

**R**OCHESTER.—(Chatham 2251.)

**W**ROTHAM Heath.—(Borough Green 4.)

**R**OOTES, Ltd., Devonshire House Piccadilly, W.1. Tel. Grosvenor 3401. (1C1026)

**H**ILLMAN 10 Utility required.—Dunstable House, Winchester. (W1010)

**W**ANTED, 1946-47 Hillman saloon.—St. Clair, Chestnut Close, Ayrshire, Bucks. (1C1003)

**A**LEONS, of Barking, purchase for cash post-war Hillman, 1935-1937, Longbridge Rd., Barking. (1C4038)

**J**OHNS, of Truscott, Ltd., are consistently good buyers of really well-kept Hillman, 1935-1937, Westbourne Grove, W.11, Bayswater 4271. (1C4035)

**M**CKINNON'S wish to purchase 1950 registration Mark VI Hillman Minx and Humber Hawk recent models, Hillman saloons and coupes.—R. Crofts & Co., Ltd., Parliament St., Nottingham, Tel. 48361 10553

**M**CKINNON'S MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. (1C3009)

**B**IRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 150, 151, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (1C0088)

**N**OTTINGHAMSHIRE distributors, Humber Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Crofts & Co., Ltd., Parliament St., Nottingham, Tel. 48361 10553

**H**ILLMAN Spares and Service

**N**ORMAND, Ltd.

The best service only, highly skilled mechanics with efficient supervision.

**N**ORMAND, Ltd., 306-9, King St., W.6. Riv. 5665, 10224.

**L**ONDON & COUNTRIES MOTOR MART, Ltd.

**H**ILLMAN repair specialist (30 years) well-equipped with services, rebores and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renew 1183. (1C0676)

**R**EPAIRS reconditioned near boxes.—10, Winchester Mews, N.W.3, Pri. 6159. (1C0681)

**P**HOENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey, Vient 1141. (W404)

**C**ARRIE MOTORS for Hillman spares and service.—Levensham Bridge, S.E.13, Lee Green 5563. (1C7020)

**C**ROYDON.—Local service promotes satisfaction. Bring your Hillman car to us for regular services. Main agents for the Rover Group.—Smith Auto Co., Ltd., 43, London Rd., Croydon, Tel. Cro 4600 4632. (1C0683)

**H**OTCHKISS

**H**AROLD RADFORD & Co., Ltd.

**S**OLE concessionaires.

**N**EW and unregistered 1952 Hotchkiss 2-litre Anjou saloon, Paris-Nice engine, dark blue with light blue leather upholstery, at manufacturer's list price, plus purchase tax.

**S**ALERS and Service.

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines). (1C3047)

**C**HIPSTEAD MOTORS, Ltd. See our advertisement under "Sports Cars". (1C1046)

**1937** 1-litre Hotchkiss saloon, in perfect condition, any inspection invited; price £350.—Apply: Messrs. Delamare, Chislehurst Common. (16333)

**1932** Hotchkiss all-weather Tickford saloon, fine runner; £115.—A. G. Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 6098. (1C4016)

**£467** Prototype Hotchkiss Amicale of post-war super modern design, 10hp exhaustless, 4-seater, capable easily of 70mph and 25mpg, front wheel drive and torsion bar rear springs, a really super vehicle for the enthusiast; 3 months' guarantee; hire purchase, exchanges.

**A**MS OF WOOD GREEN, Finchley Showrooms, 421, L. High Rd., Finchley, N.12, Pin. 6221. (1C2052)

**H**OTCHKISS Spares and Service

**H**OTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Sports cars and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). (1C3151)

**O**PPORTUNITY exists to secure works maintained 1100 H.R.O. 1947, black with red leather, new hood and trunk cover, good tyres, £100.—H.R.G. Engineering Co., Oakford Rd., Tevelth, Elmbridge 4489. (16021)

## H.R.G.

**H**AROLD RADFORD & Co., Ltd.

**S**OLE distributors for London and Home Counties.

**1951** (March) H.R.G. 1500, colour grey with red leather upholstery, tele-control shock absorbers, summer reading 5,146 miles, B.M.T.A. consent to sell, in excellent condition throughout.

**N**EW and unused H.R.G. cars available for early delivery.

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines). (1C3047)

**1938** H.R.G., Meadows' AED engine, one owner, complete with road and left-hand equipment.—Box 1429. (16343)

**H.R.G. Spares and Service**

**C**HARLES FULLERTON, Ltd., have a large stock of spares.

**S**HOWROOMS: 18 Berkeley St., W.1, May. 6268. (1C3047)

**S**PALE parts

**S**ERVICE, Barnside Yard, off Elgin Ave., W.9, Tel. Cunningham 5956-7-8. (1C094)

## HUDSON

**H**AROLD RADFORD & Co., Ltd.

**1949** (February) Hudson Commodore saloon, colour speedometer reading 2,000 miles, just passed by Hudson Motors, fitted with radio and heater, left-hand drive, in good condition.

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines). (1C3047)

**H**UDSON, current streamlined 6-seater saloon, negligible mileage.—Apply: Col. Rogers, Summer Pool Cottage, Brunley, Surrey, Tel. 0066 or Fulham 2300. (16486)

**1940** (July) Hudson 16hp saloon de luxe, black with cloth interior, reasonable mileage, in exceptional order throughout, ideal car for hire work, office in the neighbourhood of £500 considered.—Duffell Housell, Chester, Tel. 24818. (16590)

**H**UDSON Cars Wanted

**S**IMPSON MOTORS (WIMBORNE), Ltd., the Hudson buyers, Wimborne 691 3903. (1C4045)

**H**UDSON Spares and Service

**D**ISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17—Metopolym, Walslop, Tel. Oswestry 480. (16425)

**S**PIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service; quote chassis number.—31-101, Heath Rd., Twickenham, Tel. Pinner 1035-6-7. Telegrams 1264. (1C3047)

## HUMBER

**D**ICKS

**1950** Humber Hawk saloon, green, low mileage; 6975.

**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Made Vale 6982-3. (1C1072)

**G**S. HALL, Ltd., offer:—

**£595**—1946 Humber Super Snipe, black with brown hide upholstery, 32,000 miles, maintained as new.

**£725**—1948 Hawk, 21,000 miles, regular maintenance, in new condition; terms, exchanges.—11, 332, King St., Hammermith, W.6. Riverside 261. (1C3031)

**B**J. HUNTER, Ltd., offer:—

**1950** Humber Hawk saloon, low mileage, fitted with radio and heater; £1,095.

**1948** (Sept.) Humber Hawk, 21,000 miles, black; £695.

**B**N.W.2, Tel. Gladstone 6305. (1C3040)

**W**ARWICK WRIGHT, Ltd., offer:—

**1950** Humber Hawk 16hp saloon, green, brown leather, 9,000 miles.

**W**ARWICK WRIGHT, Ltd., 190 New Bond St., W.1, Mayfair 9761. (1C4045)

**G**UY SALMON AUTOMOBILES offer:—

**1950** Humber Hawk saloon, 10,000 miles, colour grey with red leather, a most exceptional example, £1,075.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. (1C3008)

**G**UY SALMON AUTOMOBILES offer:—

**1947** Humber Super Snipe, a most superb example; £650.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. (1C4001)

**B**ROOKLANDS: Individually new and used

**1950** Humber Super Snipe, Tickford coupe, radio.

**1949** Humber Super Snipe saloon, radio.

**103** New Bond St., London W.1, Mayfair 8251-6. (1C1029)

**A**UTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

**H**UMBER Hawk (November, 1949) 1950 model, black, brown leather, radio, heater, outstanding condition throughout, exchanges and finance facilities, £975.

**M**ARLBOROUGH Works, Kenton, Tel. Worsley 5556 and 5557. (1C1008)

**1950** Humber Hawk saloon, 11,000 miles, 1000-wk. Ltd., Winchester, Tel. Winchester 4854. (1C3010)

**1950** Humber Hawk black, 75,000 miles, perfect, radio, heater; £1,100; new offers considered.—Box 1457. (16597)

**S**UPER Snipe 1950, director's car, Rootes maintained, condition as new. £995.—Richardson, Slades Green, Erith, Kent. Erith 4367. (16704)

**H**UMBER Hummer limousines, 1946 and 1945, from £775 (red blue cars).—C. O. Newman & Co., 50, Vauxhall Bridge Rd., S.W.1, Vin. 2211. (16494)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- HUMBER**  
**RECONDITIONED** Super Snipe chassis, 1948 model, new body, little need spraying and comping. drive axle. £350.  
**R. F. GRIMES**, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Updale 5637. (C1087)
- 1950** Humber Super Snipe Tickford coupe, silver sand, red leather, radio, heater, one owner, excellent condition, 26,000 miles.  
**TICKFORD**, Ltd., 2, Upper St., Martin's Lane, W.C.2. Temple Bar 3336. (C4029)
- 1949** (Nov.) Humber Hawk, black, brown, radio, heater, one owner, chauffeur driven since new, absolutely immaculate, £645.  
**CLARKE & SIMPSON**, 73-79, Cadogan Lane, S.W.1. Sloane 4727. (C1048)
- 1950** (March) 14hp Humber Hawk, light blue, H.M.V. radio, 20,000 miles, £650, no dealers. - Lever, Tel. Maidenhead 2822 after 7 p.m. (16614)
- 1950** Humber Hawk 14hp saloon, black, heater and H.M.V. radio, 18,000 miles, A.A. report available, £1,025.—Campbell Symonds, Wembley 6262. (C1057)
- 1950** (October) Humber Hawk Mark IV, 16hp, 14,000 miles maintained by Rootes, £1,045. -Iver Service Garage, High St., Iver, Bucks. Iver 4643. (C4032)
- 1949** Humber Hawk saloon, black with tan leather, most attractive condition; £695. Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4305. (16746)
- HUMBER** Pullman, Sept. 1951, current model, 8,000 miles, radio and heater, chauffeur driven, as new, "Clinton", Ickingham Rd., Copham, Surrey, 5337. (16782)
- HUMBER** Snipe, 1951, as new, total mileage 1,600, black lawn upholstery, fitted alloy loose covers and heater, one only, £1,500 or near offer.—Box 1494. (16603)
- 1949** (Sept.) 1950 type Humber Super Snipe saloon, 16hp, 14,000 miles, radio and heater, £695.—E. D. Abbott, Ltd., Farnham, Surrey, Tel. 6362. (C4036)
- HUMBER** Super Snipe, 1950, gun grey, leather, 16hp, 15,000 miles, heater, as new, £1,050.—W. J. Smith, Ltd., 2-4, St. Cross Rd., Winchester, Wilt. 2398. (16650)
- 1950** Humber Super Snipe saloon, metallic green, beige leather, £1,500.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242-5-4. (C3030)
- ARCHIE SIMONS & Co., Ltd.**—1948 Humber Hawk saloon, colour metallic grey, nominal mileage, one owner, since new, £745. H. G. Portland St., Lan. 1343. (C4013)
- 1950** Humber Imperial 7-seater saloon, maroon, brown upholstery, radio, one owner, first registered July, 1950, total mileage 24,500, condition as new, £1,600.  
**W. F. MAIDENS**, Sleaford, Lincs. Tel. 135. (16644)
- 1949** Humber Super Snipe saloon, black and brown leather, taxed year, heater, whole car in excellent condition having done only a moderate mileage, £595, below.  
**1949** Humber Hawk, colour black and brown leather, heater, moderate mileage, taxed year, £1,050.—R. S. Head (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5331. (C4011)
- £1900**—Humber Imperial 7-seater saloon (July 1951), genuine mileage 650, satin bronze, B.M.T.A. consent—Tiverton Motor Co., Ltd., 2266-9, Tiverton, Devon. (16629)
- 1948** Humber Hawk saloon, grey with interior to match, radio, 20,000 miles, only, excellent throughout. - Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4304. (C4032)
- 1935** Humber 12 saloon, good running order, 1935 sound tyres, taxed and insured, £175.—Rowley, Bivdly Farm, Westbury-on-Trym, Bristol, Tel. Westbury-on-Trym 65242. (16664)
- 1950** (December, 1949) Humber Super Snipe saloon, 22,000 miles, black, radio, heater, one owner, £675.—John Gray, 20, Marlborough Lane, N.W.2. Speedwell 1242. (C1026)
- £200**—Humber 27hp, registered 1946, ex-Government saloon, good holiday or hire car, taxed December, consider £130 deposit, balance monthly—7, Radcliffe Rd., Cro. 1505. (C2041)
- 1951** series (Sept. 22nd, 1950) Humber Hawk saloon, Mark IV, 16hp engine, black, brown leather, radio, roof, Smith's heater, one owner, taxed Dec. 31st, 1952, 11,000 miles, £1,075, six months guarantee.  
**McKINNON MOTORS**, Ltd., 2, St. Paul's, St. Paul's, W.1. Mayfair 4304. (C4032)
- M. Ford**, Ltd., Wallington, Surrey, Established 1936, Tel. Wallington 5404. (C3020)
- 1950** Humber Super Snipe saloon, chauffeur driven and maintained, 22,000 miles, colour black and in excellent condition throughout; £1,075.—Sneyd Park Garage, Stoke Bishop, Bristol, 9, Tel. 8104. (16474)
- ROSE & YOUNG**, Ltd., offer: 1950 Humber Super Snipe, low mileage, excellent condition throughout, black, £625.—63-64, St. Paul's Ave., Streatham Hill, S.W.4. (1 minute Streatham Hill Station.) Tube Hill 664. (C3057)
- W. Humber** Pullman limousines, 1947 and 1948 identical models, 7 seats, moderate mileage, in excellent condition and running order, good tyres, £750 each.—Transport Manager, The Bristol Aeroplane Co., Filton House, Bristol. (16456)
- N.W. Humber** Pullman 7-passenger limousine and Humber Imperial 7-seater saloon without division available for almost immediate delivery, write for brochure and full details, your present car taken in part exchange.  
**ARTHUR MULLINER**, Ltd., Bridge St., Northampton, Tel. 307. (C3019)
- 1947** Humber Super Snipe saloon, black with tan lawn upholstery, very carefully looked after, in excellent condition, write or telephone for full particulars, your second-hand car taken in part exchange.  
**Hebert Robinson, Ltd.**, Cambridge, Tel. 4461. (C3065)
- HUMBER CARS WANTED**  
**C. M. THE CAR MART**, Ltd., wish to purchase Humber cars, £20, Euston Rd., N.W.1. Euston 1212. (19572)
- ROOTES, Ltd.**  
**DISTRIBUTORS.**  
**REQUIRE** modern low mileage Humber cars.  
**BIRMINGHAM**—Lower Temple St. (Central 8411).  
**MANCHESTER**—129, Deansgate. (Blackfriars 6677).  
**MAIDSTONE**—(Maidstone 3535).  
**CANTERBURY**—(Canterbury 5252).  
**ROCHESTER**—(Chatham 2251).  
**WROTHAM** Heath—(Borough Green 4).  
**ROOTES**, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (10136)
- ROWLAND SMITH'S.**  
**ROWLAND SMITH'S**, the Humber buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (19642)
- PHENIX MOTOR CO. (SURREY)**, Ltd., High St., Sutton, Surrey, Vigilant 1121. (W3044)
- 1952** Super Snipe wanted, price must be reasonable, London inspection.—Box 1491. (19731)
- XXX** Cash immediately for good Humber.—H. F. Edwards, 28, Upper High St., Epsom 9400. (W2001)
- JOHN S. TRUSCOTT**, Ltd., are consistently good buyers of really well-kept Humber—173, Westbourne Grove, W.11. Bayswater 4274. (C4025)
- McKINNON'S** wish to purchase 1950 registration Mark IV Humber Min. and Humber Hawk saloons, write with full details and price required.  
**McKINNON MOTORS**, Ltd., "Lansham House", 5 Stafford Rd., Wallington, Surrey. Established 1906. (C3020)
- BIRMINGHAM** and Midlands.—Low-mileage Humber B.M.T.A. consent—Tiverton Motor Co., Ltd., 2266-9, Tiverton, Devon. (16629)
- CRIPPS** of Nottingham, urgently require all types of Humber cars, recent models, and full particulars, -R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. (10553)
- DE NORMANVILLE** (near box 5) & Engineering, 35, Grant Rd., Addiscombe 2931. (10760)
- THE Humber Specialists** for all spares.—Ring Updale 3637. See advt. under Parts & Accessories.
- JAGUAR**  
**HENLYS**, Ltd.  
**SELECTION** of all models at attractive prices.  
**DEVONSHIRE** House, Piccadilly, W.1. Grosvenor 2257. (10553)
- HENLYS** House, 355, Euston Rd., N.W.1. (Euston 3444).  
**DEPOTS** at:—  
**MANCHESTER** (Blackfriars 7843).  
**BRISTOL** (Bristol 21326).  
**Bournemouth** (Bournemouth 6514).  
**NORTHAMPTON** (Northampton 907).  
**CAMBERLEY** (Camberley 77).  
**HOUNSLOW** (Hounslow 3454).  
**FINCHLEY** (Finchley 0061).  
**GREAT** West Rd. (Ealing 3477). Official Jaguar Service Station.  
**CAMDEN TOWN SERVICE STATION** (Guliver 4141).  
**HENLYS** Ltd., England's Leading Motor Agents. (10027)
- WEMBLEY MOTORS** offer:—  
**1946** 3½-litre Jaguar saloon, black, radio, in excellent condition, 15,000 miles, £650, one owner, special offer, £625.  
**1947** Jaguar 1½-litre saloon, black, grey, just re-coloured, in excellent condition throughout, any trial, special offer, £675.—Wembley Motor Co., Wembley, Wembley 8767-8. (C4050)
- PHILIP RICKARDS**, Ltd., offer:—  
**1949** Jaguar 3½-litre saloon, gunmetal grey, radio, 20,000 miles, black St. Paul's, Park Lane, London, W.1. Grosvenor 4772-3. (C3051)
- JAGUAR**  
**ARTHUR MULLINER** Ltd. offer:—  
**1950** (May) Jaguar 3½-litre Mark V saloon; black with tan leather upholstery, 9,000 miles, fitted radio and heater, thoroughly maintained by one previous owner, in faultless condition throughout, selected from a most attractive stock of post-war Jaguars; incomparably guaranteed, further details and latest price list on request.  
**ARTHUR MULLINER**, Ltd., Bridge St., Northampton, Tel. 307. (C3015)
- WELL HALL ROAD GARAGE** offer:—  
**1947** 3½-litre Jaguar, two owners, disc, 5 new tyres, beautiful condition, £695.  
**WELL HALL ROAD GARAGE**, Well Hall Rd., S.E.9. Eltham 3534. (C4010)
- GUY SALMON** AUTOMOBILES offer:—  
**1948** (September) Jaguar 1½-litre special equipment saloon, grey with red leather, in really superb condition, £695.—Portsmouth Rd., Thames Ditton, Epsom Road 5551-2-3. (C1050)
- ACE SERVICE STATION (LONDON)**, Ltd., offer:—  
**1939** Jaguar 2½-litre saloon, £290 spent reconditioning engine, etc., £385.  
**NORTH Circular Rd.**, Stonebridge Park, N.W.10. Near 5565 (5 lines). (C4034)
- £775**—Jaguar 1½-litre (1948), in superb condition.  
**SWIMMOR**, Ltd., 1176, Christchurch Rd., Bournemouth, Tel. Southbourne 1022. (C4034)
- GORDON CARS (LONDON)**, Ltd., 1950 Jaguar 3½-litre Mk. V saloon, £1,475.  
**GORDON CARS (LONDON)**, Ltd., 1950 Jaguar 2½-litre Mk. V saloon, £1,475.  
**GORDON CARS (LONDON)**, Ltd., 1948 Jaguar 1½-litre saloon, £1,475.  
**GORDON CARS (LONDON)**, Ltd., 1947 Jaguar 2½-litre saloon, £1,475.  
**GORDON CARS (LONDON)**, Ltd., 1947 Jaguar 3½-litre saloon, £1,475.  
**GORDON CARS**, 373, Euston Rd., London, N.W.1. Euston 6611. (C2023)
- JAGUAR** 3½-litre saloon, grey, reconditioned throughout, recoloured, in a 1948 car, £595.  
**MAYFAIR CARRIAGE CO. Ltd.**, The Horse, Edgeware Rd., N.W.8. Col. 8052. (C3004)
- 1950** Jaguar 3½-litre Mark V saloon, exceptionally low mileage, extra, one owner.  
**RUPCO**, Ltd., Jaguars Purchased, 16, Albemarle St., Mayfair, London, W.1. Regent 2932. (C3052)
- 1949** Mark V Jaguar saloon, 30,000 miles, one owner, black, radio, heater, in condition.  
**TICKFORD**, Ltd., 2, Upper St., Martin's Lane, W.C.2. Temple Bar 3336. (C4029)
- DEC. 1948**, Jaguar 3½-litre, 26,000 miles, grey, loose covers, one owner, beautiful condition throughout.  
**SHAW MOTORS**, Ltd., 666-678, Garra's Lane, London S.W.17. Wm. 3051-2. (C4009)
- BEARTS** of Kingston, Jaguar specialists, sales, spares, & repairs.—102 London Rd., Kingston, Tel. Kin. 1061. (1061)
- JAGUAR** 1½-litre 1948, ex. cond., heater and wireless, £275, or offer.—Forse Garage, Worcester 16650. (16650)
- £395**—Jaguar 1½-litre 1939 4-door sports saloon, in excellent condition throughout; many offers.  
**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6.  
**5000s** Holland Park Tube, Earlsfield, N.W.11. (C1017)
- 1939** 2½-litre Jaguar had four years, black, beige, £495.—Woking Motors (Maybury Hill) Ltd., Woking 1298. (C4057)
- R. P. POWELL**, MOTORS, Ltd., for Jaguar cars, at East London area dealers.—321, Romford Rd., Forest Gate E.7. Maryland 4818-9. (10706)
- 1947** Jaguar 1½-litre saloon de luxe, immaculate condition, £605, 3 months' written guarantee.  
**Brown's Garage**, Lougham (Essex) 4118 (Tube). (C1034)
- 1948** 3½-litre, 25,000 miles, four years drop head coupe, disc, heater, radio, new tyres, exceptional condition, black, brown leather.  
**METCALFE & MUNDY**, 20, Old Brompton Rd., S.W.5. Pimlico 5471. (16740)
- 1948** 2½-litre Jaguar saloon, black, exceptional condition, £795, trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. (C4022)
- 1949** Mk. V Jaguar, grey/red leather, low mileage, immaculate condition, £1,095.—Silverthorne Motors, Ltd., 104, Finchley Rd., N.W.11. Meadows 2288. (C4011)
- JAGUAR** 1949 Mark V 2½-litre saloon, H.M.V. radio, perfect condition throughout, price £1,225.—Apply Douglas Benson, 11, Aldford House, Park Lane, W.1. (16681)
- 1950** Jaguar Mark V saloon, finished black with tan leather, has been very well maintained; £1,375.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4304. (C4022)
- 1949** (Sept.) Jaguar Mk. V 2½-litre saloon, 15,000 miles only, an exceptionally beautiful car, £1,195.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3357. (C4026)
- JAGUAR** 5½-litre saloon, 1947, coachwork vastly superior in black and chromium, mechanically without fault, any trial or inspection whatsoever; £750, exchange terms.  
**TEMPLE CARS**, 156, Burton Ad., Derby 45614. Open daily 9-6 p.m. (5 lines, Derby town). (16373)
- 1950** Jaguar Mark V saloon, metallic pastel blue, red leather, radio, and heater, one owner, unmarked and as new, £1,465.—K. J. Motors, Ltd., Bromley, Kent. Ray 34567-8-9. (16869)
- 1950** Mark V 2½-litre Jaguar, black, brown, 9,000 miles, private owner, entirely as new, taxed, disc, extra, heater, chrome wheel disc, £1,450.—Tel. Taver 113. (16590)

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# USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

**LA SALLE**  
I A SALLE V.8 (1929), same owner, garaged war period, Williams, Newlyn, Machynieth. (1646)

**DICKS**  
1948 **LA-FRANCIS** utility, makers' body, very attractive, maroon and cream. £795.  
DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Middlesex. Tel. 6889-9. (10172)

**R. F. FUGGLE, Ltd.**  
1950 (July) 14hp La-Francis saloon, black, up-holstered in brown leather, heater, radio and case covers, one owner, genuine mileage 7,000. £1,195.  
R. F. FUGGLE, Ltd., Bushy Heath, Berts. Tel. 1945. (C2017)

1949 **La-Francis** 14hp streamlined saloon, black, exceptional condition, many extras; £1,000.  
Howells, West Hall, Yeading, Yorkshire. Tel. Rawdon 547. (16595)

1950 (Nov.) 14hp La-Francis saloon, black, brown leather, mileage 19,000, deconditioned, overhauled by makers February, one owner; £1,200.-  
Box 1463. (1662)

**CHARLES POLLETT, Ltd.**, sole distributors La-Francis, London & Home Counties; new price are all guaranteed for 3 months, one owner, new hood, 1949 **La-Francis** 14hp 6-light streamlined sal., black, beige leather, one owner, 14,000 miles, "best condition" maintained offered at £1,375.  
1950 **La-Francis** 14hp 6-light streamlined sal., gunmetal, maroon hide, one owner, 10,000 miles, radio, heater and demister a very fast car of modern appearance; £1,725.  
1950 **La-Francis** 18hp sports 2+2-str., black, red leather, rubber floor, one owner, new hood, 19,000 miles, serviced by us since new and just deconditioned; £1,075.  
1950 **La-Francis** (1951 body style) 14hp 4-door sal., maroon, maroon leather, one owner, radio, heater and demister, loose covers, 21,000 miles, carefully maintained; £1,395.  
1951 **La-Francis** 14hp 4-door sal., dark green, green hide, one owner, radio, heater and demister, 8,000 miles only, B.M.T.A. permission to sell; £1,375.  
1951 **La-Francis** 14hp estate car, natural wood, maroon bonnet and wings, etc., one owner, radio, heater and demister, 12,000 miles, a practical vehicle with sal. car comfort; £1,295.  
18 Berkeley St., W.1. May. 6262.

**OFFICIAL** La-Francis service station, Bernside Yard, off Eglon Ave. W.9. Cun. 5596. (C2010)

1948 (September) **La-Francis** sports roadster 14-hp 2-seater, beautifully finished in metallic grey, built on new chassis and all new type, fitted with the famous 4-cylinder twin-cam engine and twin S.U., a really terrific performance, recently fitted new hood and small radiator, a small mileage car in superb condition; £650, terms and exchanges.  
MALDSTONE KNO, 67, Cross St., Penfold, Manchester, 6. Pen. 5459. (C5000)

**La-Francis Cars Wanted**  
**CHARLES POLLETT, Ltd.**—**La-Francis** distributors for London and Home Counties are always glad to hear from **La-Francis** owners.  
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

**OFFICIAL** La-Francis London Service Station, Works and Showrooms, Bernside Yard, off Eglon Ave. W.9. Tel. Cunningham 5936-7. (C635)

**La-Francis Spares and Service**  
**LA-FRANCIS CARS, Ltd.**  
SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St. Coventry. Tel. 69034-5-6. (C0392)

**CHARLES POLLETT, Ltd.**, sole distributors for Home Counties, Bucks and Sussex.  
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

**SPARE PARTS**  
SERVICE: Bernside Yard, off Eglon Ave. W.9. Tel. Cunningham 5936-7-8. (C0996)

**LINCOLN-ZEPHYR**  
NOEL ROSCOE offers:—  
1939 **Lincoln Zephyr** 36 V.12 4-door convertible, this magnificent motor car has just undergone a complete overhaul at a cost of over £300, finished black, brown leather of super quality, latest type of plastic leather floor, built-in heater and all new type, radio, heater, twin spotlights, 18mpg, 95mph, looks more like a 1949, price £660, terms and exchanges.  
A MERSHAM RD., Chalfont St. Giles, Bucks. Tel. 152. (C5062)

1946 (registered) '42 model **Lincoln Zephyr** 30, 1-h.d. saloon, a beautiful car that cannot be faulted; £485.—Brookside Motors, 102 High Rd., Drayton, Tel. 184. (C0100)

1946 **Lincoln Zephyr**, 1937, V.12, 4-door 3-seater station wagon, natural timber body, class all round, better than a 1950, price £660, terms and exchanges; excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418)

**LOYD**  
1950 **Lloyd** 650cc 4-seater, 14,000m., 60mpg; £325, offer.—Ent. 4125. (16777)

**MERCEDES**  
MERCEDES 58/250 4-seater sports tourer, cream cellulose, chrome-plated wheels, engine recently stripped and reassembled at considerable expense; £400, Tel. Reslyn-Smith, Elmchough Park, Newington, Nr. Folkestone. Tel. Folkestone 75432.

**MERCEDES-BENZ**  
MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—  
1936 **TYPE 500K 4/5-seater** cabriolet, blue with beige hide, recent mechanical overhaul; reasonable offers invited.—Victoria 8715. (15978)

**MERCEDES-BENZ**  
CHIPPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." (C1046)

£695.—Mercedes-Benz 500K four-seater drop head, exceptionally attractive.  
SWANMORE GARAGE, 1176, Christchurch Rd., Bournemouth, Tel. Southbourne 1022. (C0024)

245 **Mercedes-Benz**, registered October, 1957, Type 170, 16hp Continental four-seater drop head coupe, maroon, red leather, independent suspension very good condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0018)

**Mercedes-Benz Spares and Service**  
MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. (3165)

**M.G.**  
P C  
M.G. T.C. 1949, £395; M.G. T.C. 1947, £355; M.G. T.C. 1946, £325.  
M.G. T.A. Tickford drop head 1939, £425; M.G. 2-litre d.h. four-seater, 1939, £255.  
M.G. T.A., choice of four, 1937 to 1939; £275 to £345.  
M.G. P.A. 8hp 2-seater, choice of three, 1935; £275 to £295.  
M.G. 2-litre 2-seater, choice of four, 1935; £175 to £245.  
M.G. P.B. 4-seater, 1936, £295; M.G. 12hp 4-seater tourer, 1933, £225.  
M.G. Magnette 4-seater, 1933, £275; M.G. Magnette 2-seater, 1933, £225.  
M.G. 2-litre d.h. four-seater, 1938, £275; M.G. 3-litre d.h. four-seater, 1937, £275; M.G. 1100 ex-Lester, £465.  
PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex, Ealing 941 (4 lines), West End Show Hall, 107, New Cavendish St., W.1. Museum 5211. (C3041)

**CAR MART, Ltd.**  
1950 **M.G.** 1½-litre saloon, 4,000 miles; £1,025.  
1949 **M.G. T.C.** 15,000 miles; £635.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

**NEWMANS, Ltd.**  
1950 **M.G.** 1½-litre saloon, black with red rim, bellashells, loose covers; £695.  
NEWMANS HOUSE, 253-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3284)

**PARK MOTORS offer:—**  
1939 **M.G.** 1½-litre saloon, factory second, engine and gear box, 6,000 miles, Jackals, body perfect, black, 19-17-193 London Rd., Kingston, Kingston 7610. (15796)

**BOON & PORTER, Ltd.**  
1946 (October) T.C. 2-seater, genuine 21,000 miles, absolutely uncracked, one owner; £525, open until 9 p.m., 11th Grosvenor Rd., S.W.1. (By Hammersmith Bridge), Riv. 4444, During Bridge Rd., W.6. (C1022)

**PLATE MOTORS offer:—**  
1947 **M.G. T.C. 2-seater**, black with beige leather upholstery, faultless mechanical condition; £525.  
E. Lane, Tooting, S.W.17, Balham 5474 (4 lines). (C2005)

**GUY SALMON AUTOMOBILES offer:—**  
1949 (November) **M.G. 1½-litre saloon**, one owner, excellent condition; £735.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2. (C3001)

**JACK ROSE, Ltd.**, M.G. Agents, offer:—  
1947 **M.G. T.C. 2-seater**, exceptional condition throughout, in green, £285; also another in black, £355.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. (C3056)

**D'AGNEAN MOTORS, Ltd.**, offer the following car:—  
1949 **M.G. T.C. tourer**, ivory, 17,000, £650.  
56, Park Lane, W.1. Regent 4665; 374, Ealing Rd., Acton, Middlesex, Parkside 3566; and 7 & 12, Rangley Rd., Calford, S.E.6. Hither Green 4827. (C1064)

**CHIPPSTEAD MOTORS, Ltd.**—See our advertisement under "Sports Cars." (C1046)

M.G. P.A. Midget in immaculate original condition; £275.—Eaton Rd., Epsom, Surrey. (C0356)

1950 **M.G. 1½-litre saloon**, maroon, low mileage, one owner; £265.—Below.  
1950 **M.G. T.D. 2-seater**, black, red leather, spare unused, one owner;—Below.  
1949 **M.G. T.C. 2-seater**, blue, beige leather, extras, low mileage, one owner.  
RIPPO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Exchange 811. (C0024)

**NAVY & ROOT—1950 M.G. T.D. sports**, mist green, low mileage, radio; £75.  
1948 **M.G. T.C. 2-seater**, black, green hide, 16,000 miles only; £625; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. (C3022)

1935—**M.G. 1½-litre** 1938 4-dr. sports sal., excellent condition throughout, many extras.  
BENNETT, 1, Clarendon Rd., Holland Park, London, W.8. Tel. Park 5067-7. Open Mon. to Sat. 9-6. 56 Holland Park Tube. Exchange 811. (C1017)

**BEARTS** of Kingston, M.G. specialists, sales and repairs.—102 London Rd., Kingston, Tel. Kin. 3548.  
1939 2-6-litre **M.G. Saloon** four-seater drop head coupe with beige leather; £375.  
MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Tel. Ladbroke 1231-2.  
1938 **M.G. 1½-litre** drop head four-seater, coupe, black, beige leather.—Below.  
1935 **M.G. 1½-litre** sports 4-door saloon, excellent condition, maker's record, ready; £425.—Below.  
1930—**Brat Motors**, 100-184 West End Lane, N.W.6. Hammersmith 6490. (C1064)

**M.G.**  
M.G. 1939 V. type 1½-litre tourer, good condition—  
Oulive, Pitmeles, Guthrie, Angus. (16049)

1950 (October) **M.G. 1½** saloon, immaculate, genuinely small mileage; £550.—Box 1471. (16690)

**UNIVERSITY MOTORS, Ltd.**, sole London distributors, Stratton House, 80 Piccadilly, W.1. Grosvenor 4141. (16065)

1949 (Aug.) T.C. excellent condition; £620.—35, Edin. 1141. (16655)

M.G. late 1949 T.C. 17,000, new low-pressure tyres, red uphol., taxed, insured year, immac.; £795.—Wal. X 3706 after 5 p.m. (16447)

R 1949 T.C. 18,000 miles, 1947, stored since 1949, many extras, radio, perfect, highest offer.—F.O. Radford R.A.F., Leconfield, Yorks. (16091)

1937 **M.G. 3-litre** saloon, black, smart appearance, new, sound, requires nothing; £175.—Kintons, Little Marlow, Bucks. Marlow 647. (16689)

M.G. 3-litre d.h. 1936, reconditioned engine and batteries this year, new hood and tyres, overhauled; £350.—Box 1583. (16444)

1938 **M.G. 1½-litre** saloon, black, beige upholstery, good condition;—Below.  
Edgelmilch Rd., Sutton Coldfield. (16007)

**CANDID MOTORS—M.G. Midget—all types available from early '30s to latest '40s '45s '46s '47s '48s '49s—See under Sports Cars.**  
C. Beds. Tel. 2041 (5 lines). (C1055)

M.G. 2½-litre 1940 drop head, engine, tyres, hood perfect, radio, heater, no agents; what offers.  
Freetown, Tel. Euston 2030. (16719)

T.A. M.G. (1937 model), recent engine, gear box overhauled, new hood, upholstery carefully used; £550.—Willis, "Briarfield," Clifton Rd., Middlesbrough. (16651)

1947 **M.G. T.C. 2-seater** sports, in excellent condition throughout, carefully used car; £525.—Dunton Motors, High Rd., Wembley, Wembley 8767-8. (16657)

1939 **M.G. T.C. 2-seater**, this car is the last word in condition, may be seen; £425.—London Cars, 592-6 Greenford Rd., Greenford, Middles. W.4. Jew 2649. (12057)

1939 **M.G. 1½-litre** sports saloon, extremely sound condition, recent overhaul, exceptional bargain; £400.—A. Z. Motors, Plumstead Rd., N.W.6. M.11. (C0011)

1938 (April) **M.G. 1½-litre** saloon, black with beige leather, perfect; £400.—Gibbons Sports Cars (Sharncliffe), Lyndhurst Rd., Christchurch, Hants. Tel. 1661. (16672)

"AUTOCAR" advertisement last week, reference to 1937, 1946 T.C., no responsible offer refused to genuine private buyer for sale before holidaying in M.G. next week.—Col. 7542. (16774)

M.G. Midget F type, engine overhauled, rewired, June, perfect condition throughout, upholstery, absolute perfect condition throughout; offers.—Curnock, Cricklade Rd., Swindon, Wilts. (16657)

545 **ans—M.G. Midget**, August, 1949, 11hp T.C. 2-seater, cherry red, engine, gearbox, excellent condition; choice of three 1949 models, terms, exchanges.—Rowland Smith, below.

425 **ans—M.G. 1½-litre** 4-door sports saloon, black, sliding head, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below.

395 **ans—M.G. 1938 model 1½-litre** special sports 2-seater, black, blue leather, Windings below, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

325 **ans—M.G. Midget 1938 model 10hp 2-dr.**, red, red leather, radio, excellent condition; terms, exchanges.—Rowland Smith, below.

325 **ans—M.G. 1938 model 1½-litre 4-door** sports very good condition, terms, exchanges.—Rowland Smith, below.

275 **ans—M.G. May, 1938, 1½-litre** four-seater drop head coupe, grey, blue leather, good tyres, choice of four 1½ M.G.s; terms, exchanges.—Rowland Smith, below.

145 **ans—M.G. Midget, 1937 8hp J2 2-seater**, green, red wheels, good condition, terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. (C0414)

1938 3-litre d.h.c. perfect throughout, new engine, carburettor, brakes, shockers, hood and spring during past year, must sell; £575 o.n.o.—Inverness, Clontarf 2073, ext. 22. (16445)

**WALTER SCOTT LTD**—has M.G. P.B. 2-seater, blue, 3,000 miles since new, immaculate, excellent throughout, £225, terms, exchanges.—College Crescent, Hampstead N.W.3 (Isleworth Tube), Fri. 1616. (C0409)

1939 2-litre open 4-seater, as brand new, also three 1938 1½-saloons and four-seater coupe, also 1939 T.A. drophead.—Speedsters Ltd., Hurley 628 (Isleworth Tube), Colson. (C0400)

1949 **M.G. T.C.**, immaculate condition throughout, new oil, green, beige leather, 4-door, 16,000 miles, contains Windstone, and other extras; £650, o.n.o. 6 p.m. (16666)

1938 T.A. M.G., immaculate, luggage grid, Windstones, radio, teleprinter, Redox Lubro-char, radio, no scratches, new hood, 1938, triple spot light, genuine reason for sale; £565.—After 5.30, St. Johns Rd., East Ham E.6. (16771)

XXX H.P. Edwards offer exceptional 1939 2-seater M.G. drop head 4-door, 16,000 miles, blue grey, blue leather, an immaculate car, thoroughly maintained, must be seen to be appreciated; written guarantee; terms, exchanges.—Upper High St., Epsom 9400. (C2001)

1947 **M.G. T.C.**, mileage approx. 28,000 miles, this car has been completely overhauled in its own works including engine reconditioning, brake relined, and is offered with 6 months' free service guarantee at £525.—Moss & Leven, Ltd., The S.V. Specialists, 108-108a London Rd., Thornton Heath Surrey. Pollard 1122. (16739)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## M.G. Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase M.G. Cars.—  
120, Euston Rd., N.W.1, Euston 1212. (1906)

**R** ROWLAND SMITH'S.

**R** ROWLAND SMITH'S, the M.G. buyers.—Hamstead  
High St. (Hamstead Tube). Ham. 6041. (1948)

**M** G. after 1946, T.D. preferred, no dealers.—Reynolds, 1, Devon Rd., Bedford. (16618)

**T** M.G. wanted exchange 14-hp litre saloon, cash adjustment.—Erskine, Woking 350. (10697)

**U** RENTALLY required, good pre-war M.G.—Hathfield, 200, Ot. Portland St., W.1. Lancham 0012. (1906)

**W**ANTED, M.G. 14, saloon or similar car, low mileage essential.—Painze, 27, Bucks Avenue, Watford. (16452)

**P**ERFORMANCE CARS urgently require M.G. cars.—  
Great West Rd., Brentford, Middlesex. Ealing 6841. (1906)

**C**AMDEN MOTORS urgently require a 1946/48 14-hp  
litre saloon and also a 1950 T.D. 2-str., particulars  
and price required to.

**C**AMDEN MOTORS, Ltd., Lake St., Leighton Buzzard,  
Beds., Tel. 2041 (5 lines). Tel. 16105

**U**RGENTLY required, low mileage 1948-50 M.G. 14  
saloon.—Gibbons Sports Cars (Christchurch), Ltd.,  
Lyndhurst Rd., Christchurch, Dorset. (1906)

**M**AYFAIR GARAGES, Ltd.—Particularly good cash  
buyers of all modern M.G.; telephone or write for  
buyers to call.—Mayfair Garage, Ltd., Balderton Street  
(opp. Selfridge's clock), Mayfair, W.1. Mayfair 5104-5.

## M.G. Spares and Service

**P**ERFORMANCE CARS.—M.G. sales, service, spares.—  
Great West Rd., Brentford, Middlesex. Ealing 6841. (1906)

**L**ARGEST and quickest spares service in the South of  
England.—Hewens Garages, Ltd., Reading. Tel. 4456. (1906)

**T**OLUIN MOTORS specialize in M.G. and M.G. cars  
only; repairs and complete overhauls all models and  
reconditioned engines in stock for types P, J, T and L  
and N Mafette, exchange service dynamos, starters,  
mufflers with rods, gear boxes, brake shoes, rockers,  
drives, V.D. sleeves, rockers, rocker bushes, rocker  
shafts, valves, guides, springs and gasket sets with full  
range of M.G. parts always available, we specialize in  
racing spares.

**W**RITE or phone Toluin Motors, 543, Staines Rd.,  
Hounslow, Middlesex. Tel. Hounslow 2236 and  
2456. Open all day Saturday and Sunday morning 10.30  
a.m. to 1 p.m. (1945)

**M**G. spares, most parts in stock for all models, 1930  
onwards, including valves, guides, springs, rocker  
bushes, shafts, etc. replacement camshafts, rockers,  
dynamo road springs, wheels, hubs, vertical drive  
assemblies, prompt postal service, c.o.d. and guaranteed  
workmanship in all our repairs.—A. E. William, Queen's  
Road, Queens Rd., Wimbledon (Station), S.W.19.  
Liberty 5085. (1945)

## MORGAN

**1952** Morgan Plus Four 2-seater, no competitors,  
as new, privately owned; offer?—Grant,  
Heath End, Newmarket. (16795)

**1952** Morgan 4 1950, 10hp drop head coupe,  
green, black leather, two spare wheels, de-  
mister, one owner, small mileage, exceptional condition;  
terms, exchange.—Rowland Smith, below.

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terms, exchange.—Rowland Smith, below.

## MORRIS MINOR

**1950** series Morris Minor 10hp, green, radio,  
12,000 miles. £550.—Bray Motors, 180-194,  
West End Lane, N.W.6. Hamstead 6490. (101024)

**M**ORRIS Minor saloon, November '49, 7,500 miles  
only, spare unused, colour black; £675; exchanges;  
hire purchase.—B. & H. Motors, 1464-8, High Rd., Hat-  
field, Hemstead Tube, Hemstead 6041. (101020)

**595** gns.—Morris Minor, May, 1950 tourer, black,  
14-hp upholstery, one careful owner, unknown  
tyres, exceptional condition; terms, exchanges, list; open  
5-7 week-days and Saturdays.—Rowland Smith, Ham-  
stead, Hemstead Tube, Hemstead 6041. (101018)

## Morris Minor Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Morris Minor  
cars.—320, Euston Rd., N.W.1, Euston 1212. (1016)

**P**HOENIX MOTOR CO (SURREY) Ltd, High St.,  
Sutton Surrey, Vigant 1121. (10494)

**R**OWLAND SMITH'S, the Morris buyers.—Ham-  
stead High St. (Hamstead Tube), Ham. 6041. (1906)

## MORRIS EIGHT

**D**ICKS. Morris 8 saloon de luxe model, 4-door £255.

**D**ICKS CAR SALES, Ltd., 365-401, High Rd., Kil-  
burn, Maida Vale 6688-9. (10172)

**R**AYMOND WAY.

**R**AYMOND WAY OF KILBURN.

**R**AYMOND WAY, the hire purchase specialists.

**1938** Morris 8 4-seater tourer, recent engine and  
transmission overhaul, excellent bodywork,  
good and side screens fitted, nearly new tyres, taxed,  
225gns.

**H**IRE purchase terms on the spot with no references,  
no formalities or guarantees; part exchange on  
your present motor cycle or car; always 200 cars under  
£200 to choose from.

**R**AYMOND WAY, Canterbury Rd., Kilburn, N.W.6.  
Maida Vale 6041, connecting all branches and de-  
partments (Kilburn Park Station, Bakerloo line, 150  
yards). (10497)

**W**EMBLEY COURT MOTORS offer:—

**1938** Morris 8 2-seater tourer, black, in excellent  
condition throughout, any trial; £275.

**1937** Morris 8 2-seater tourer, black, in very good  
condition throughout; £250.—Wembley Court  
Motors, High Rd., Wembley, Wembley 6787-8. (10450)

**1938** Morris 8 de luxe saloon; £245.

**D**OGGLAS CAR SALES, 806/822, Great Cambridge  
Rd., Epsom, Tel. Epsom 3150. (101075)

**A**CE SERVICE STATION (LONDON), Ltd., offer:—

**1936** Morris 8 tourer, upholstered in real hide;  
£195.

**N**ORTH Circular Rd., Stonebridge Park, N.W.10.  
Elgar 5585 (5 lines). (10100)

**1947** (May) Series E 4-door sliding head, Putters  
box; £445.—P. L. Cranmore, Ltd., Putters  
Box 2040. (10102)

**1938** Morris 8 2-seater, reconditioned engine,  
12,000 miles, good condition; £220 or offers.  
Box 1456. (16594)

**1936** Morris 8hp de luxe saloon, black/blue, very  
superior and economical car, genuine value  
at £250, terms.

**B**ROADWAY MOTOR CO., 3-13, Russell Rd., Wimble-  
don, S.W.19, Liberty 2494-5-6. (16814)

**1948** Morris 8 4-door de luxe saloon, heater, many  
extras, immaculate; nearest £515; seen No. 1.  
Box 1392. (16470)

**325** gns.—1938 Morris 8 4-door saloon; also 1937,  
165gns.—Autonips 5, Balham High Rd., Bal-  
ham 1509. (10109)

**1938** Morris 8, bargain, reconditioned; £230.—Smith  
& Hunter, 576 Kensington High St., W.14.  
Western 2512. (104019)

**1947** Morris 8 sun saloon, heater, etc.; £475.—  
L. F. Dove, Ltd., 111-113, Addiscombe Rd.,  
Croydon, Addiscombe 3066. (101076)

**1948** (late) Morris 8hp 4-door saloon, exceptional  
condition; £525.—Colin Haines, Ltd., 30a,  
Bourdon St., W.1, Mayfair 2356. (101030)

**£280**—1938 Morris 8 tourer, reconditioned engine  
and first-class mechanically.—11, Rother-  
den Ave., Parkstone, Dorset, Tel. 291. (16640)

**1948** Morris 8hp 4-door saloon, black exterior  
with brown upholstery, good tyres, road  
mechanically, excellent appearance; £550.

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220,  
Cricklewood Broadway, N.W.2. Gladstone 2356. (101030)

**1485** gns.—July, 1948, Morris 8 4-door saloon, almost  
new condition throughout, genuine bargain.—  
135, Reed St., South, East Ham, E.6. Ora. 2530. (10432)

**1946** Morris 8 4-door sun saloon, showroom con-  
dition, taxed, recently reconditioned; £450,  
South, France, Sa. Cromwell Mews, South Kensington,  
W.14, 0515. (101018)

**£285**—1938 Morris 8 sports 2-seater, a very clean  
example of this very popular model and  
highly recommended.—Bray Motors, 180-194, West End  
Lane, N.W.6. Hamstead 6490. (101024)

**425** gns.—Morris 8, May, 1946, de luxe 2-door saloon,  
black sliding head, brown leather, carefully  
used, excellent condition; terms, exchanges.—Rowland  
Smith, below.

**275** gns.—Morris 8, 1939, 2-door saloon, grey, very  
good condition; terms, exchanges, list; open 5-7  
week-days and Saturdays.—Rowland Smith, Ham-  
stead (Hamstead Tube), Hamstead 6041. (101018)

**1939** Morris 8 series E tourer, superlative, radio,  
taxi, full toning, very fine lamp, resplendent, re-  
conditioned, exceptional mechanically; £345.—Mortlake,  
4, Fussy Ave., Wembley Park, Arnold 4644. (101017)

## MORRIS EIGHT

**£222**—Magnificent Morris 8 sports 2-seater, body-  
work spotless, mechanically excellent with  
all-weather equipment; this vehicle represents exceptional  
value at this price. Dealer to others; 3 months' guarantee;  
hire purchase, exchange.

**L**AMB OF WOOD GREEN, Finchley Showrooms, 421,  
L. High Rd., Finchley, N.12. Fin. 6221. (10252)

## Morris Eight Cars Wanted

**R**OWLAND SMITH'S.

**R**OWLAND SMITH'S, the Morris buyers.—Ham-  
stead High St. (Hamstead Tube), Ham. 6041. (1906)

## MORRIS TEN

**H**A SAUNDERS, Ltd., offer:—

**1948** Morris 10 saloon black with brown uphol-  
stery, recorded mileage 35,000. £385.

**836**—£42, High Rd., N.12, Hillside 0024. (10207)

**A**CE SERVICE STATION (LONDON), Ltd., offer:—

**1948** Morris 10, excellent condition; £550.

**1947** Morris 10, very nice car; £475.

**N**ORTH Circular Rd., Stonebridge Park, N.W.10.  
Elgar 5585 (5 lines). (10100)

**1939** Morris 10, good, clean condition; £380.—  
Salcott Motors, 1a, Salcott Rd., E.8 W.1. (10400)

**1947** Morris 10-4 saloon; also 1936 Morris 10-4  
saloon.—Autowork, Ltd., Winchester. Tel.  
Win. 4834. (10101)

**1939** series M Morris 10 saloon, one owner since  
new, 100% car all round; £355. Tel. Wal-  
lington 1159. (16722)

**1947** Morris 10, black/brown leather, excellent  
condition; £575.—L. F. Dove, Ltd., 111-113,  
Addiscombe Rd., Croydon, Tel. 2525. (101076)

**M**ORRIS 10, 1948, excellent condition, any trial, ex-  
tensive overhaul; £575.—Salcott Motors, 1a, Sal-  
cott Rd., E.8 W.1. Bat. 1157. (10400)

**1948** Morris 10 saloon, mileage 33,000, fitted re-  
placement engine. £595.—Cranmore, 64,  
High St., Putters Box 2040. (10102)

**1938** Morris 10 saloon, one owner, perfect con-  
dition.—Autonips, 5, Balham High Rd., Bal-  
ham St., W.1. Lancham 5067-7. (10205)

**1946** Morris 10, 10,000 miles; £625.—Clayton's  
Cars (London), Ltd., 357, Euston Rd., Lon-  
don, N.W.1. Tel. Euston 3229 (5 lines). (10105)

**365** gns.—Morris 10, February 1939, Series M, de  
luxe 4-door saloon, black, sliding head, brown  
leather, carefully used, excellent condition; terms, ex-  
changes, list; open 5-7 week-days and Saturdays.  
Rowland Smith, Hamstead, (Hamstead Tube), Ham-  
stead 6041. (101018)

## Morris Ten Cars Wanted

**R**OWLAND SMITH'S.

**R**OWLAND SMITH'S, the Morris buyers.—Ham-  
stead High St. (Hamstead Tube), Ham. 6041. (1907)

**F**ERRARIS OF CRICKLEWOOD buy Morris 10  
saloon, good 1939 model or post-war, 1947,  
settled, drive in, write or phone—200-220, Crick-  
lewood Broadway, N.W.2. Gladstone 2354. Open 7 p.m.  
week-days. (10208)

## MORRIS TWELVE

**M**ORRIS 12 1936 special de luxe fixed head coupe,  
grey, 4-seater; £215.—Tel. Kewland, Harefield  
1509. (16589)

**169** gns.—1937 Morris 12 de luxe saloon; terms, ex-  
changes, changes.—Autonips 5, Balham High Rd., Bal-  
ham 1509. (10109)

**1939** 12hp saloon, reconditioned engine, new tyres,  
carpet, showroom; £595gns.—93, Monarch  
Parade, Mitcham, Surrey. (16729)

**£375**—1938-39 Morris 12 series III de luxe saloon,  
genuine original condition both inside and  
out, carefully used and outstanding value; 3 months'  
guarantee; hire purchase, exchange.

**L**AMB OF WOOD GREEN, Finchley Showrooms, 421,  
L. High Rd., Finchley, N.12. Fin. 6221. (10252)

## Morris Twelve Cars Wanted

**R**OWLAND SMITH'S, the Morris buyers.—Ham-  
stead High St. (Hamstead Tube), Ham. 6041. (1907)

## MORRIS FOURTEEN

**1938** (late) Morris 14 saloon, black, good me-  
chanical condition, Motorola wireless; £310.—  
Box 1460. (16612)

**M**ORRIS 14 1936 S.3, black, brown leather, superbly  
maintained; £365, o.n.o., or would exchange for  
good Ford Prefect.—Northwood, Middx., 2662. (16714)

## MORRIS SIXTEEN

**£255**—Original condition Morris 16, special full  
de luxe saloon, spotless throughout, excellent  
mechanically, real bargain; 3 months' guarantee; hire pur-  
chase, exchange.

**L**AMB OF WOOD GREEN, Finchley Showrooms, 421,  
L. High Rd., Finchley, N.12. Fin. 6221. (10252)

## MORRIS OXFORD

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**MORRIS OXFORD**  
Morris Oxford saloon, Autowork, Ltd., Winchester, Tel. Win. 4834. (C1010)

**1949** (May) Morris Oxford saloon, as new throughout, one owner, £675; consider exchange—Turner, Palmers Green 7895. (C4086)

**1949** Morris Oxford saloon, taxi with beige leather, 22,000 miles only, nice condition £725—John Triss, Ltd., Essex 1234. (C4053)

**1950** Oxford saloon, black/brown, heater, immaculate, £795—H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11, Speedwell 0011. (C4004)

**1949** Morris Oxford saloon, one owner, as new; £695—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4, Hendon 2146. (C4007)

**1949** Morris Oxford, 18,000 miles, one owner, regular garage maintenance, £695—Sargeant, Raglan Wood, Chislehurst, Imperial 2242. (S956)

**1949** (June) Morris Oxford saloon, maroon beige leather, one owner, fitted heater, speedometer, 10,000, excellent condition throughout; £795—JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4441. (C1036)

**1950** Morris Oxford saloon, red, leather upholstery, one owner, excellent condition, radio and heater; £675—Dunnet, Berners Hotel, Berners St., Ipswich, Tel. 3750. (S6606)

## Morris Oxford Cars Wanted

**CAR MART, Ltd.**, wish to purchase Morris Oxford cars—150, Park Lane, W.1, Grovenor 5454 10717

**ROWLAND SMITH'S**, the Morris buyers—Hamstead High St. (Hamstead Tuer), Ham. 6041

**WANTED**, low mileage Morris Oxford saloon, immediately—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough. (W4052)

## MORRIS SIX

**CAR MART, Ltd.**, wish to purchase Morris Six cars—150, Park Lane, W.1, Grovenor 5454 10717

**1950** Morris Six saloon, 15,000 miles, £625—Car Mart, Ltd., 350, Euston Rd., N.W.1. (C1059)

**1950** Morris Six, green, green upholstery, 10,000 miles, fitted heater, £625—Morris House, Chandos St., Slough. Tel. 21429. (C4052)

**1950** (July) Morris Six, in superb condition throughout, one owner, bargain, £600—A. Z. Motors, Palmerston Rd., N.W.6, Mai. 4723. (C1011)

**1950** Morris Six, heater and radio, grey, one owner; £675; part exchanges, terms—Mitchell, 1, High Rd., S.W.12, Balham 2234. (A4525)

## Morris Six Cars Wanted

**CAR MART, Ltd.**, wish to purchase Morris Six cars—150, Park Lane, W.1, Grovenor 5454 10717

## Morris Miscellaneous Cars Wanted

**ROWLAND SMITH'S**, the Morris buyers—Hamstead High St. (Hamstead Tuer), Ham. 6041. (S957)

**MORRIS** wanted—Smith's, 86, Chalk Farm Rd., N.W.1, Gul. 2767. (10624)

**MARSTON MOTOR CO.** for your Morris—Tel. St. 1000 Seven Sisters Rd., Tottenham N.15

**HATTING** of Lord St. Southport, will buy Morris 1950 to 1950, 5 to 14hp, in condition above average. 10798

**C. A. PETO, Ltd.**, 42, North Audley St., W.1, urgently require point-war small Morris cars in first-class condition—May, 3051. (W5043)

**JOHN S. TRUSCOTT, Ltd.**, are consistently good buyers of really well-kept Morris—173, Westbourne Grove, W.11, Bayswater 4274. (C4085)

## Morris Spares and Service

**G. C. MORRIS** spares immediately available in the West End. Tel. Mus. 1952, 6574. (10342)

**FOR** Morris service consult Morris specialists—W. T. Mason & Co., 2, Le St. Hill, Tel. H. 0001. (10471)

**WEST LONDON—ROGERS GARAGE**; repairs and service, stockists, New address, Wembley Ave., Paddenswick Rd., W.6, Riverside 2644-5. Old and new friends welcome. (S9554)

## NASH

**NASH CONCESSIONAIRES, Ltd.**, have the following demonstration cars for disposal—Euston 5595.

**1951** Ambassador 4-door saloon, right-hand drive, leather upholstery, radio, loudspeakers front and rear, compartment heater, demister, air conditioning, overdrive, white wall tyres, two shades of sea mid green.

**1951** Rambler Country Club 2-door saloon, right-hand drive, seat covers, radio, heater, de-ice roof, overdrive, white wall tyres, cream and brick red.

**1951** Rambler station wagon, specifications as above are.

**THESE** cars fitted overdrive give 30mpg Ramblers and 25mpg Ambassador, and are covered by our guarantee.

**NASH CONCESSIONAIRES, Ltd.**, Nash St., Albany St., N.W.1. (S556)

## NASH UTILITY

**1938** Nash 24hp 5-seater station bus, overhauled; £175—GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1, Euston 446. (C3025)

## OLDSMOBILE

**SIMPSON'S MOTORS** offer—

**1949** Oldsmobile convertible model 88, hydraulic drive, all extras.

**1949** Oldsmobile Rocket model 98, fitted with all extras, left-hand drive.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 8691/5903. (C4015)

**JOE THOMPSON (MOTORS), Ltd.**, offer—

**1950** Oldsmobile hydraulic drive 4-door saloon, 4-door black, 15,000 miles; £1,850.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michels), Ken. 4029. (C4029)

**DISTRIBUTORS (RAWLENCE), Ltd.**, Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey, Tel. Lingfield 550-1.

**1938** 6-cyl. Oldsmobile car chassis, fitted with box van body, seating accommodation for eight, mechanically sound and of first-class appearance, price £585.

**DISTRIBUTORS (RAWLENCE), Ltd.**, Blindley Heath, 10113

**1949** Oldsmobile de luxe saloon, hydraulic drive, radio, heater, 15,000 miles, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Temple Bar 5528. (C1027)

**1949** Oldsmobile hydraulic de luxe saloon, left-hand drive, 12,000 miles, many extras; £1,550—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. 4371. (C4037)

**1949** Rocket Oldsmobile 88 4-door saloon, low mileage, hydraulic drive, radio, heater, beautiful condition, £1,775—Taylor & Crawley, 48, Kensington Court, W.8, Western 6015. (6003)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and Herts counties—Lex Garage, Ltd., 2, Lexington St., W.1, Gerrard 8600.

**1949** 50 Oldsmobile Rocket model 98 4-door saloon, late property of prominent diplomat; recorded mileage 21,000, black, absolutely immaculate inside and out; one of the most elegant looking American cars, virtually as new throughout.

**METCALFE & MUNDAY**, 280, Old Brompton Rd., S.W.5, Fremantle 5471. (6548)

**OLDSMOBILE** Cars Wanted  
**LEX GARAGES, Ltd.**, are interested to buy recent model Oldsmobile cars.

**LEX GARAGES, Ltd.**, 2, Lexington St., W.1 Gerrard 8600. (10627)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Oldsmobile buyers, Wembley 8691/5903. (10964)

**OPHEL**  
**185**—1937 Opel 17hp 7-seater limousine, excellent runner—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)

**Opel Cars Wanted**  
**ROWLAND SMITH'S**, the Opel buyers—Hamstead High St. (Hamstead Tuer), Ham. 6041. (10980)

**MAYNOR MOTORS, Ltd.**, Opel distributors, buyers of all models—1-5, Southampton St., Southampton, Tel. Southampton 5266, 4844. (10631)

**Opel Spares and Service**  
**REPAIRS**, spares, wiring, reconditioned engines, suspension, etc.—Turnant & Fraser, Ltd., 10, Lincolner Street, N.W.5, Pri. 6159. (C2031)

**MAYNOR MOTORS, Ltd.**, distributors, Opel spare parts and reconditioned engine service—Southampton St., Southampton, Tel. Southampton 5266, 4844. (10626)

**GATEHOUSE MOTORS**, offer—

**1937** Packard 35hp saloon, in excellent condition, 2275—Gatehouse Motors, Ltd., Highbury Village London, N.6, Mo. 4424. (C2031)

**JOY ALFREDS & Co.**, offer—

**1939** Packard drop head four-seater coupe, superb order throughout, 8,000 reconditioning, in this value 50,000 miles back—6-7, Warren St., Euston 3268. (C1005)

**LEONARD WILLIAMS & Co.** (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 5400

**LEONARD WILLIAMS & Co.** (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 5400. (10682)

**PACKARD** 4 saloon, reconditioned, new tyres, rear locker, £225; 1937—45, Shirehall Park, N.W.4, Hendon 1648. (16484)

**£695**—Packard Super 8 limousine, 8 seats face forward, excellent condition, total mileage 45,000, new tyres, interior and exterior unmarred, mechanically perfect, whole car in faultless condition, any trial or examination, £500—Tel. Fooks Cray 4506. (10739)

**PACKARD** Cars Wanted  
**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Packard buyers, Wembley 8691/5903. (10671)

**ROWLAND SMITH'S**, the Packard buyers—Hamstead High St. (Hamstead Tuer), Ham. 6041. (S957)

**XXX** Cash immediately for good Packard—H. F. Edwards, 28, Upper High St., Epsom 4400. (W2001)

**LEONARD WILLIAMS & Co.** (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 5400. (10191)

## Packard Cars Wanted

**JOE THOMPSON (MOTORS), Ltd.**, Packard specialists, 97, Fulham Rd. (next door to Michels), South Kensington 4029. (10042)

**7-SEATERS** private 1937 8.9 Limousines required, cash waiting—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (W1096)

## Packard Spares and Service

**JOE THOMPSON (MOTORS), Ltd.**, Packard specialists, 97, Fulham Rd. (next door to Michels), S. Kensington, Kensington 4029. (10042)

**LEONARD WILLIAMS & Co.** (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 5400. (10679)

## PEUGEOT

**OVERSEAS CARS, Ltd.**

**1950** Peugeot 203 saloon, left-hand drive, grey, very attractive, 19,000 miles, car, £395.

**OVERSEAS CARS, Ltd.**, 277, Brompton Rd., Knightsbridge, S.W.1, Tel. Kensington 7475. (C5081)

**PEUGEOT** 203 model late 1950 sports saloon, 5,000 miles, 14hp, fitted with overdrive, heater, radio, expensive custom covers, sun roof, colour black and red, condition as new, price £350—Tel. Codrute 206. (10687)

## PONTIAC

**SIMPSON'S MOTORS** offer—

**1949** Pontiac, hydraulic drive, all extras.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 8691/5903. (C4015)

**JOY ALFREDS & Co.**, offer—

**1940** Pontiac 6 saloon, superb order—6-7, Warren St., W.1, Euston 3268. (C1005)

**1950** Pontiac Catalina saloon, hydraulic drive, radio heater, exceptional condition—H. C. Paul, Ltd., 32 Bruin Place W.1, Mayfair 0821-2. (C3040)

**£225**—1937 Pontiac Silver Streak drop head four-seater coupe, 1937, a very modern-looking American drop head, fast and powerful with superb suspension, latest American finish in metallic maroon; a

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds, Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, part exchange, free delivery. Showrooms open till 8 p.m. Mondays, Saturdays. (C1035)

## Pontiac Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Pontiac buyers, Wembley 8691/5903. (10672)

## Pontiac Spares and Service

**FOR** Pontiac spares and service specialists—

**U.S. CONCESSIONAIRES, Ltd.**, Pontiac Works, 1, Jubilee Place, Chelsea, London, S.W.3, Tel. 7524-4. (10617)

**U.S. CONCESSIONAIRES** Great Britain for Pontiac cars and Pontiac parts.

## Porsche Spares and Service

**COLBORE GARAGE, Ltd.**, Ripley, Surrey, the Volkswagen people, new, reconditioned service repairs for the Porsche. Tel. Ripley 2561. (10629)

## RACING CARS

**COOPER'S GARAGE**, 48, Brompton Rd., of Burlington Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars.

**H. W. MOTORS, Ltd.**, offer the most successful Alfa Romeo of all time, the 1.6-litre supercharged single-seater, extensively modified and brought up to date, including latest type brakes and new supercharger, engine at present overhauling routine overhaul, part exchange with latest type crankshaft; could also be rebuilt as an

**H. W. MOTORS, Ltd.**, Walton-on-Thames, Tel. 2304-56. (C2042)

## RAILTON

**MAJOR J. P. S. BARBER**, 10, Sussex Mews East, W.2, Paddington 8535 (night Bayswater 6753). All models available and wanted. (15467)

**A. J. MOTORS (LONDON), Ltd.**, offer a second-to-none selection of Railton cars, also all spares—26 (b) Belvedere Rd., S.W.1, Victoria 8255. (10531)

## Railton Cars Wanted

**XXX** Cash immediately for good Railton—H. F. Edwards, 28, Upper High St., Epsom 4400. (W2001)

**THOMPSON & TAYLOR (BROOKLANDS), Ltd.**, purchase good Railton cars, 1937-9—Portsmouth Rd., C. Ham, Surrey, Colindale 244. (10636)

## RENAULT

**RAYMOND WAY.**

**RAYMOND WAY OF KILBURN**

**1938** Renault 12 4-seater, 4-door saloon, really excellent mechanical, race through 170,000 miles, work in very good condition, three new tyres, fast and economical, 1950s.

**HIRE** purchase terms on the spot with no references, no formalities or surplus, part exchange on your present motor cycle—cash allows 200 cars under £400 to choose from. (10679)

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6, R. Maude Way 6044, connect all branches and depots (Kilburn Park Station, Bakerloo line 150 yards).

**RENAULT** cars, spare parts, repairs and service—Renault, Ltd., Western Ave., Acton, W.3, Acton 4696. Renault 12 saloon, guaranteed, £285; part exchange—Oulton 596, Kensington. (C3029)

**1949** Renault model Renault 8 4-door saloon, low mileage, 1949, 2450—Straw, 40, Launceston Rd., Crumwell Mews, South Kensington, Tel. 0513. (C2011)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RENAULT

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Epsom, Surrey, 1975. offer—  
1939 26hp Renault saloon, 6-yr., £295

1939 26hp saloon de luxe, beige, latest year; £325

1939 12hp saloon de luxe, black brown leather, latest year; £350

1936 14hp limousine 7-yr., roomy, fine hire car; £350

1938 Renault 12 saloon, black, in very good order throughout, exceptional value, only £225—  
Wembley Court Motors, High Rd., Wembley, Wembley 8787-8. (C4060)

1939 12hp Renault 8 January 1949, 4-door saloon, bronze, brown leather, one careful owner, small mileage, unswerving, exceptional condition; terms, exchange; list, open 9-7 weekdays and Saturdays—  
Ronsard Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1949 Renault rear-engined sal., in brand new condition, nominal mileage, French blue, K.L. heater, many extras, specially tuned for 70 mph with 48 mph; try and you must buy; £550; terms, exchange—  
Hornby Park Motors, 115a, Hornby Rd., Blackpool, Tel. 51316. (C4018)

**Renault Cars Wanted**

**ROWLAND SMITH'S**, the Renault buyers—  
Hamstead High St. (Hamstead Tube), Ham. 6041

**RICHARDS & CARR** buy 750 and 760cc Renaults—  
5424, Kilmington St., Wilton Place, London, S.W.1. (W5015)

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Epsom, Surrey, 1975. purchase & models.

## RILEY

**CAR MART Ltd.**

1950 Riley 2½-litre saloon, radio, heater, 19,000 miles; £1,295—  
Car Mart Ltd., 150 Park Lane, W.1, Grosvenor 3454. (C1059)

**BOON & PORTER, Ltd.**

1949 2½-litre saloon, 54,000 miles, heater, main-  
-aining valves, etc., as at £550—open until 7 p.m. 1 o'clock Sundays—  
Castellano, S.W.15 (off Ham-  
mermith Bridge), Riv. 4441, During Bridge repairs  
sales at our works at 107, Hammermith Bridge Rd.  
W.6. (C1022)

**JACK POSE Ltd. offer:**

1949 (September) 1½-litre Riley saloon, excep-  
-tionally clean inside and out, one owner, reg.  
-exp. 615—  
Jack Pose, Ltd., Stafford Rd., Wallington  
Surrey, Wallington 6677-8. (C1058)

**RUSSELL MOTORS offer:**

1950 1½-litre Riley saloon, one owner, fitted  
-Motorola radio, any trial or examination.

**RUSSELL MOTORS** (KNIGHTSBRIDGE), Ltd., 47,  
-R. Sloane St., S.W.1. Tel. Sloane 9288. (C3060)

**R. J. HUNTER Ltd., offer:**

1940 Riley 2½-litre Kestrel saloon, highly tuned,  
-excellent appearance; £550

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-excellent appearance; £550

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1940 Riley 2½-litre Kestrel saloon, highly tuned,  
-excellent appearance; £550

**WARWICK WRIGHT, Ltd. offer:**

1951 Riley 1½-litre saloon, black, red leather,  
-heater, 10,000 miles.

1950 Riley 2½-litre drop head coupe, maroon, red  
-leather, radio, 7,800 miles.

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.**  
-Mayfair 9761. (C4045)

**HENDON CENTRAL GARAGE, Ltd., offer:**

1951 Riley 1½-litre saloon, one owner, 6,000 miles,  
-delivered; £1,199—  
Watford Way, Hendon Central, N.W.4, Tel. Hendon 8054-5. (C4084)

1950 Riley 2½-litre saloon, one owner, 15,000,  
-£650

**PETER BANTOCK CAR SALES**, 104, High Rd., Chis-  
-wick, W.4 Chiswick 7225-5370. (C1014)

**SUSSEX specialists** for reconditioned Riley cars, repairs,  
-spares—  
Leves Motors, Ltd., Lewes. (C4040)

**BEARDS**, of Kingston, Riley specialists, sales, spares,  
-repairs—  
102, London Rd., Kingston, Kingston 5348

**PERFORMANCE CARS**—Good selection always avail-  
-able written guarantee—see under "Sports Cars"  
411. (C4041)

**CASSE'S MOTOR MART**—Riley 12 saloon, superb  
-condition; £275—5, Warren St., W.1, Tel. (C1040)

**RILEY LPH green open sports, perfect condition, new  
-tyres, etc.; £200—  
Hacking, Red Walls, Liphook, Liphook 2904, Basing. (C444)**

1951 Riley 1½-litre saloon (reg. Nov. 1950), black  
-with brown leather, genuine 12,000 mls., as  
-new; £1,150—  
Belton. (C4045)

1950 (July) Riley 1½-litre saloon, black with red  
-leather, fitted radio and heater 11,000  
-miles as new; £1,100—  
Belton. (C4045)

1950 Riley 2½-litre saloon, green with green  
-leather, genuine 13,000 mls., looks 5,000  
-miles as new; £1,100—  
Belton. (C4045)

1946 (Sept.) Riley 1½-litre saloon, black with  
-green leather, fitted reconditioned engine,  
-covenant Riley, 148, Lyndhurst Rd., Christchurch, Hants.  
-Tel. 1681. (C4045)

1937 Riley 1½-litre, perfect condition, owner re-  
-quires cheaper car in part-exchange—  
The Needs Woodham, Bucker. (C4045)

1940 Riley Sport, specially built drop head coupe  
-with green leather, one owner only, first-class con-  
-dition throughout; £425

**WITTHAMS MOTORS Ltd.**, 18, Balham Hill, S.W.12  
-2 minutes from Clapham South Tube Station  
-Battersea 3280 3769. (C4045)

## RILEY

RILEY 2½-litre Roadster, 1951, 15,000 miles, immacu-  
-late condition; dark green; £1,250—  
Stubbs, 16772  
Cottage, Sidlesham, Sussex. (C1075)

1949 2½-litre Riley saloon, black; £1,125—  
Jack  
-O'Neil & Co., Ltd., Audley House, North  
-Audley St., W.1, Mayfair 5242-3-4. (C3030)

1½-litre black saloon Riley, December, 1950, 11,000  
-miles, perfect; £1,250—  
Cook, Rookbury Mill,  
-Andover 2921. (C1072)

1938 model Riley 16hp 4-cylinder Adelphi saloon,  
-black with maroon upholstery, just over-  
-hauled, all in excellent condition throughout; £395;  
-North 4441. (C1036)

1949 Riley 1½-litre saloon, cream and black, fitted  
-H.M.V. radio, as new; £995—  
University  
-Motors, Ltd., Stratton House, 50, Piccadilly, W.1, Gros.  
-4141. (C6537)

1946 (October) Riley 1½-litre saloon, one owner,  
-overhaul ship only, modern, mileage, nice condition,  
-Dixon's Garage, 154, West Hill, Putney, S.W.15, Put-  
-ney 0566. (C1075)

1947 2½-litre Riley saloon, black, green leather,  
-26,000 miles, in excellent condition, new  
-tyres, £925—  
Waking Motors (Maybury Hill), Ltd., Wok-  
-ing 1923. (C4051)

1951 (October) Riley 2½-litre saloon, green, green  
-leather, guaranteed mileage 5,545; £1,485—  
E. C. Stearns & Co., Ltd., 250-262, Brompton Rd.,  
-S.W.3, Kensington 6061. (C6726)

**BARGAIN** for Riley enthusiasts—1936 (September)  
-12hp Merlin saloon, superb condition throughout,  
-for quick sale £325 or near offer—  
Shillcock, 50 Mill-  
-Road, Ruislip, Tel. 4286. (C6726)

1950 Riley 1½-litre saloon, maroon with mahogany  
-upholstery, mileage 11,000, new battery, a  
-really genuine car in perfect condition, reasonable offer  
-accepted, 12 1/2 or 13 exchange, Park Ward, black with  
-beige cloth, to rear six months guarantee,  
-£2,250—  
Car Mart Ltd., Gloucester House, 150 Park  
-Lane, W.1 (corner of Piccadilly), Grosvenor 3454. (C1059)

2½-litre saloon, private owner wishes to dispose  
-at 1950 model, colour green, condition immaculate,  
-genuine mileage 5,000, spare summer best offer over  
-£1,250; seen Manchester—  
Bow 1310. (C1051)

1952 Riley 2½-litre saloon, black with beige  
-leather, reg. 1.3.52, fitted latest push-button  
-H.M.V. radio, twin speakers, windscreen washer; £1,700;  
-Dippie, Linford, Clifton Park, Newport, Mon. (C6772)

RILEY 2½-litre Big 1 de luxe saloon, 1938 model with  
-overdrive gear and radio in outstanding condition,  
-quiet high speed performance, taxed for year; £475;  
-Northways Garage, Swan Cottage, N.W.5, Putney 172.  
-C1026

**CAMDEN MOTORS**, Riley 1½-litre 12hp drop head  
-four-seater coupe, 1940, the rare and desirable Nuff-  
-ield model, original condition throughout except for  
-major engine overhaul and new hood fitted last Decem-  
-ber, a most attractive bargain at £495.

**CAMDEN MOTORS**—Riley 1½-litre 12hp Adelphi  
-saloon 1937, popular 5-seater family model with  
-extra large luggage boot, exceptional performance; £345.

**CAMDEN MOTORS**—Riley 1½-litre 12hp Falcon  
-saloon 1937, metallic paint, blue leather, engine  
-stepped brakes refitted, etc., very good order; £345.

**CAMDEN MOTORS**—Riley 1½-litre 12hp saloon  
-November 1940, maroon and black, one owner  
-only, heater and seat covers, 23,000 miles recondi-  
-tioned engine fitted at 19,000 superb order; £495.

**CAMDEN MOTORS**—Riley 1½-litre 12hp sports saloon  
-1935, black, red, special type engine and late type  
-tyres, exceptionally fast.

**CAMDEN MOTORS**—Riley 2½-litre saloon, 1947  
-model, black with green leather, immaculate  
-condition throughout; £795.

**CAMDEN MOTORS Ltd.**, Lake St., Leighton Buzzard,  
-Bed. 2041, Tel. 2041. Write for price  
-catalogue of nearly 500 cars ready for inspection and  
-purchase; hire purchase facilities; part exchange; free  
-delivery anywhere in the United Kingdom. Fares re-  
-funded to purchasers from any part of the country.  
-Showrooms open till 8 p.m. Monday-Saturday. (C1005)

**£265**—May 1936 Riley Falcon saloon, cellulose  
-and chromium in fine condition, sliding roof  
-recovered, nearly new battery, sound tyres, mileage  
-74,500 delivered genuine 22,000 miles since rebore, quiet  
-engine, good oil pressure, Scintilla magnetos—  
-Palmer Green 1983. (C6773)

## Riley Cars Wanted

**CAR MART Ltd.** wish to purchase Riley cars  
-150, Park Lane, W.1, Grosvenor 3454. (C1059)

**ROWLAND SMITH'S**, the Riley buyers—  
Hamstead High St. (Hamstead Tube), Ham. 6041 (C1035)

**YORKSHIRE**—The Riley buyers, Brothers of Oak-  
-wood, Leeds 5, Tel. 5256-7-8. (C1045)

**POST-WAR Riley 1½-litre**, prime and full details—  
-Marsden 22, Silver St., Froxbridge, Tel. 2903  
-Riley Imp or Sport wanted—  
-B. Suday-Goldberger,  
-5, Prince St., Hanover Square, London, W.1. (C6575)

**C. A. PETO, Ltd.**, 42, North Audley St., W.1, generally  
-require post-war small mileage Riley cars in first-  
-class condition—  
-May 5051. (W5045)

**BLAKES** Riley distributors, will purchase any non-  
-covenant Riley cars—110, Rold St., Liverpool.  
-Tel. Rold 6922. (C4085)

**XXX** Cash immediately for good Riley—  
-R. H. Edwards, 200, Gt. Portland St., W.1,  
-Langham 0012. (W2008)

**JOHN S. FRISCUIT, Ltd.** are consistently good  
-buyers of really well-kept Rileys—173, Westbourne  
-Grove, W.11, Hanover 4274. (C4085)

**WANTED** by private purchaser, 2½-litre, Riley  
-1951/52, small mileage—  
-Davies, Hoe Lane,  
-Abbridge Essex, Thelwell 2216. (C6516)

## Riley Cars Wanted

**POST-WAR Riley 1½- and 2½-litre saloons wanted**  
-immediately—  
-Wilcox (Slough) Ltd., Morris House,  
-Chandos St., Slough, Tel. 2429. (W4052)

**URGENTLY required**, low-mileage 1947-50 Riley 1½-  
-or 2½-litre saloon—  
-Gunsong Sports Cars (Chris-  
-church) Ltd., Lyndhurst Rd., Christchurch, Hants.  
-Tel. 1681. (W4052)

## Riley Spares and Service

**ACROFT ENGINEERING, Ltd.**

**ACROFT ENGINEERING, Ltd.**—Inspector gear boxes,  
-exchange and repairs—162, Fulham Rd., S.W.2  
-Kensington 7501. (C1035)

**HARTLEY'S** for Rileys, spares and service—165-171  
-Stanstead Rd., Forest Hill, S.E.23, Forest Hill,  
-1244-5. (C1024)

**REX NEATE**, Shamphurst Lane, Botley, southamp-  
-ton, specialised Riley service; large stocks of spares;  
-prompt attention—  
-Inquiries to Botley 132. (C1066)

**SQUIRE MOTORS, Ltd.**, of Henley-on-Thames, for  
-specialised Riley service; cars collected and delivered  
-by arrangement—  
-Tel. Henley-on-Thames 450. (C1072)

**J. JAMES (LONDON), Ltd.**, carry the largest stock  
-of Riley spares in the country; special equipment  
-for mechanical and coach repairs—  
-Cargers Lane, High-  
-gate Rd., London, N.W.5, Gai. 5446. (C1062)

**RILEY distributors** for 29 years—Comprehensive list  
-of spares, quotation and advice invited, send your  
-engine for complete overhaul by specialists—  
-Miss's  
-Agency, Ltd., Highgate, Lexington Place, Tel. 67 6636

## ROLLS-ROYCE

**CAR MART Ltd.**

1938 Rolls-Royce 25 50hp 7-seater limousine by  
-front and beige cloth to rear six months guaran-  
-tee, £2,250—  
Car Mart Ltd., Gloucester House, 150 Park  
-Lane, W.1 (corner of Piccadilly), Grosvenor 3454. (C1059)

**HOPPMANN'S OF HALIFAX, Ltd.**—Send for full  
-details of first-class used Rolls-Royce cars avail-  
-able—  
-Huddersfield Rd., Halifax, Tel. Hal-  
-fax 5944; group member of the Bwain Group. (C2057)

**RIPPON**

**RIPPON**

**RIPPON BROS. Ltd.**

The leading Northern Rolls-Royce distributors.

1937 50hp 4-door close coupled saloon by Hoopey,  
-blue with blue leather upholstery.

1936 25hp Rolls-Royce sports saloon by Rippon,  
-black with brown leather.

1936 (Nov.) 50hp touring limousine by Rippon.

**DEMON**, call or write for further particulars; demon-  
-strations arranged without obligation.

**RIPPON BROS.**, Ltd., Huddersfield 7070 (4 lines).  
-Also at Bradford, Leeds and Sheffield. (C1051)

**GUY ALFRED & Co. offer:**

1933 Rolls-Royce 25 limousine—6-7 Warren St.,  
-W.1, Euston 3268. (C1051)

**JOCK OLDING OF MAYFAIR**

OFFICIAL Rolls-Royce and Bentley retailers.

**HAVE** a selection of first-class used Rolls-Royce and  
-Bentley cars; details of these and new cars, 29  
-application—  
-Audley House, North Audley St., W.1,  
-Mayfair 5242-3-4. (C3030)

**HAROLD RAIFORD & Co. Ltd.**

**INVITE** you to call and inspect their unique selection  
-of Rolls-Royce cars.

**HAROLD RAIFORD & Co. Ltd.**, Melton Court South  
-Kensington, S.W.17, Tel. Kensington 6642 (5 lines).  
-C1047

**MASCOT MOTORS Ltd. offer:**

1936 (Oct.) 50hp Mulliner sports saloon with  
-division.

1935 25hp Mann Euxton sport back 7-seater in  
-leather.

1935 40/50hp Thrupp & Maberly swept back 7-  
-seater limousine.

1935 25hp Saloon drop head sports saloon.

1934 25hp Park Ward sports saloon, ride control.

1933 25hp Owen sedanca drop head four-seater  
-coupe.

1932 25hp Park Ward 4-light saloon.

1930 25hp 4-light saloon with extra seats.

**WE** are anxious to purchase 20hp and 25hp Rolls-  
-Royce and 3½- and 4½-litre Bentleys with lat-  
-est of coachwork.

**MASCOT MOTORS Ltd.**, 257-265, Kennel Rd., Lad-  
-brooke Grove, W.10, Ladbroke 1251/2. (C3067)

**PADDOCK BROTHERS Ltd. offer:**

1937 50hp Rolls-Royce, fitted with most attractive  
-4-door 4-light all-steel with leather upholstery  
-and grey hood.

**PADDOCK BROTHERS Ltd.**, 60, Cheviot Place, S.W.7,  
-Ken 8477. (C3065)

1933 25hp Rolls-Royce M.B. owner-driver saloon

1937 18/30 H.J.M. sports saloon

1937 25/30 F. & M. owner-driver owner-driver  
-sports saloon

1937 25/30 F. & M. owner-driver owner-driver  
-sports saloon

1937 25/30 F. & M. owner-driver owner-driver  
-sports saloon

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-sports saloon

1937 25/30 F. & M. owner-driver owner-driver  
-sports saloon

1937 25/30 F. & M. owner-driver owner-driver  
-sports saloon

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

**JACK BARCLAY, Ltd.**  
LARGEST official retailers of Rolls-Royce and Bentley.  
stock list of used models on request to:  
**12-13 St. George St., Hanover Sq., London, W.1.**  
Tel. Mayfair 7444.

**JACK BARCLAY, Ltd.** (10065)  
CUMSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." (10106)

**ROLLS 20 1923**, rough coachwork but mechanically insaluble. £150. Grosvenor 2635. (10412)

**ROLLS-ROYCE Wraith**, 1949, mileage 12,000, immaculate condition; best offers—Box 1473. (6713)

**1928** Rolls-Royce 20, beautiful condition, Continental convertible, chip, £355.—Aston 1025. (10466)

**ALL** the following Rolls-Royce cars are for sale at very reasonable prices, exchanges and easy terms if desired:

**1937** Rolls-Royce Ph. III, Thrupp & Mahery.

**1937** Rolls-Royce Ph. III, H. J. Mulliner.

**1934** Rolls-Royce 20 25, Thrupp & Mahery.

**1933** Rolls-Royce 20 25, Cross & Dunn.

**SANDHORE CAR SALES**, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. (10424)

**1936** Rolls-Royce 25 30 Thrupp & Mahery 7-passenger limousine, face forward, occasional, £1,075.

**GEORGE NEWMAN & Co.**, 369, Euston Rd., N.W.1. Tel. Euston 4465. (10323)

**1940** Rolls Wraith, sports saloon by Prestone & Webb, 36,000 miles guaranteed, immaculate. £2,750. Reigate 5061. (16755)

**20** Rolls Royce 1925 Barker 4-str. good battery, tyres, hood, in daily use, £160.—Neville, Walls Pitt House, Stretton, Warrington. (10639)

**CONTINENTAL Phantom II** 1934 close coupled / sedans, exceptional. £425.—92, Brighton Rd. Buxted, Buxton Heath 1520. (16761)

**OWNER-DRIVER**, 1936, 30hp, 4-door, H.J.M. Saloon, boot, leather, excellent history, carefully maintained, reasonable cost. Below

**1938** Phantom III (solid tappets) Window partitioned, Limousine forward occasional, lavishly equipped, carefully maintained, mileage 53,000, immaculate. **Alpe & Saunders**, Providence Court, North Audley Street, Mayfair-2941. (100671)

**PHANTOM III** magnificent sports saloon with div. 36,500, black, black history; £1,250, offers—Slingsby, Dorney, Loudwater, Rickmansworth, Herts. (16656)

**1936** Rolls-Royce 20 25 G.B.K. small 5-seater Sedan, excellent chassis, £795, taxed year. Frank Oak, 27, Grosvenor Square, W.1. (101067)

**1938** Rolls-Royce 50hp limousine, stored during war, superb condition, £2,100.—Colin Haines, Ltd., 306, Bourdon St., W.1. Mayfair 2336. (10250)

**1929** 40-50 Rolls-Royce Phantom Hooper 7-passenger landaulet, forward occ., in good mechanical order, both very good, offers—Tel. Bedford 3225. (16643)

**ROLLS-ROYCE** 25hp owner-driver sports saloon by H. Hooper, with large luggage boot, the condition of this car is in every way perfect and the mileage is low; 13,665m.

**EVANS & O'MALLEY**, Ltd., Lovendes Sq., Knightsbridge, 8-11, Sloane 1935, 1709. (14354)

**30hp** Rolls-Royce (2 3 37) sedan de ville by H. J. Mulliner, black, recent engine overhaul, immaculate condition, £1,375.—Robinson Motors, Ltd., 1015, Finchley Rd., N.W.11. Medway 2288. (10411)

**ROLLS-ROYCE** 1936 (Nov.) 30hp 6-light Windover A limousine, G.R.M., series, leather seat, Dunlop with Bedford cloth rear, F.P.O. occasional; private owner, carefully maintained. £1,500 o.n.o.—Box 1348. (16483)

**1949** Rolls-Royce 25 h.p. Silver Wraith with razor edge saloon body by James Young, dark green beige upholstery, beautifully fitted, 20,800 miles, insignificant damage from new; £4,500 o.n.o.—Box 1495. (16794)

**ARCHIE SIMONS & Co. Ltd.**, 1934 Rolls-Royce 20 25 limousine by Hooper, face forward occasional, recently completely overhauled in exceptional condition throughout. £245.—24, G. Portland St., W.1. (10413)

**CLARKE'S** of PIRBRIGHT, Surrey, automobile engineers, overhauls, repairs and re-upholsters, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. (10257)

**1930** Rolls-Royce Phantom II Continental chassis fitted with 4-light saloon, finished green, 2 large comfortable bucket seats in front, deep comfortable seat in rear, large boot, renewed for space wheel, excellent condition. £400.—Panthers Service Garage, London Rd., Guildford 256. (10350)

**1948** Rolls-Royce Silver Wraith with sedan de ville by H. J. Mulliner, black, leather seat, electrically controlled division and rear wind, interior heater and rain gear, first use only, first registered December, 1948, genuine mileage 13,500, condition throughout indistinguishable from new.

**W. P. MADDEN**, Stamford, Lincs. Tel. 155. (15643)

**1939** Rolls-Royce Wraith limousine by Park Ward, finished in black with blue leather, face forward occasional, immaculate condition, 10,000 miles only—Offered for £2,750 by Clarke's of Pirbright, Pirbright, Surrey. Official appointed Rolls-Royce retailer. Tel. Brookwood 2201 2. (16555)

## ROLLS-ROYCE

**A & S** display moderate mileage selected Rolls-Royce Limousines (mechanical guarantee certificate) Below

**I**MOUSINES 1935 25hp Park Ward, leather, partition 4-door, occasional, partition, black, privately owned 58,000 miles.

**I**MOUSINES 1937 1938 30hp Thrupp Wraith, 7-1 forward, partition, reasonable mileage, black, also 1936 Barker 50hp Landauette, superlative condition, from £1105.

**I**MOUSINE 1938 (mileage 55,000) Phantom III (Solid Tappets) Window, partition, magnificent condition, forward occasional, except tail, black.

**W**RAITH (August 1939) Park Ward Limousine partition black, 7-forward, leather, reasonable mileage, also 1940 Thrupp Limousine, black, opportunity £2190. Seen.

**A LPE & SAUNDERS** always purchase Rolls-Royce. Providence Court, North Audley Street, Mayfair-2941. (101036)

**VINTAGE AUTOS** of Knightsbridge, the Rolls 20 specialists.—Always a selection of good Rolls 20s and 25s at competitive prices.—Head office and showroom, Queen's Gate, Knightsbridge, London, W.1. (100671)

**4975** Mulliner, finished black, with brown leather interior, one careful owner since new, first registered April 1934, has run over 21,000 miles since motor engine overhaul. Fitted with radio and heater and taxed till end of year.—Rice Bros. (Horsham), Ltd., Springfield Rd., Horsham, Bt. (10488)

## Rolls-Royce Cars Wanted

**S** G O U R demand is urgent.

**OWNERS** who have Rolls-Royce cars for disposal are invited to communicate with the Strand Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 3086. Head Office, Hemmings & Co., Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. (10516)

**C** M THE CAR MART, Ltd. wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). (10970)

**J. MARSHALL** WANTED, Rolls-Royce 20 22 and 20 25, all types of coachwork, any condition.

**J. MARSHALL**, 608, St. Albans Rd., Watford. Tel. Watford 2569. (10488)

**A & S** always purchase 25 30hp Saloons with boot. **A & S** urgently require Phantom II private Limousines, also Phantom III sports saloons.

**Alpe & Saunders**, Providence Court, North Audley Street, Mayfair-2941. (101036)

**ROWLAND SMITH'S**, the Rolls-Royce buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (101026)

**ROLLS-ROYCE** open tourer or drop head required: condition not material as long as price reasonable.—Simons, 15, Rex Place Mayfair, W.1. (10412)

**ROLLS-ROYCE** PH. Curvey Nutting Owen sedan required or similar must be fair condition and cheap and not more than £500.—Box 1475. (10412)

**W** E are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 65, Weston St., Crystal Palace, S.E.19. Liv. 2562. 10063

**1935** and 1937 20 25 and 25 30 sports saloon requires must be in excellent condition state chassis series.—Barnstaple Motor Co. Ltd., Barnstaple, Devon. (10046)

**THE SOUTHERN MOTOR COMPANY** is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, Mr. Crawley, Sussex. Crawley 437. (16606)

**BROADWAY MOTOR CO.** require 25hp Rolls-Royce cars, particularly with owner-driver saloon or d/b coupe (woodwork); years 1930 to 1935.—15 Russell Rd., Wimbledon. Liberty 2494. (10017)

**CHARLES POLLETT**, Ltd. Officially appointed repairers, overhauls, repairs, good late cars, ready to sell. Bargain Yard off Egin Avenue, W.9. (10997)

**ROLLS-ROYCE Spares and Service**

**JACK BARCLAY, Ltd.**

**LARGEST** official retailers and repairers of Rolls-Royce cars, services or complete overhauls, mechanical overhauls. Large stock of spares for all models.

**WORKS**—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). (10625)

**JACK OLDING** official Rolls-Royce retailers

**R** ECEPTION for service in the heart of Mayfair. Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. (10621)

**CHARLES POLLETT**, Ltd. Officially appointed repairers and repayers.

**SHOWROOMS:** 18 Berkeley St. W.1 May 6206.

**S** PARE PARTS

**S** EVICE: Barnsdale Yard, off Egin Avenue W.9 Tel. Cunningham 5936-7-8. (10614)

**A** L L spares for 20 and 25hp Phantom II and Phantom III chassis; also recommended replacement spares guaranteed for 12 months for the above models. Full repair service at reasonable charges, also wheels tyres.—Compton 65 Weston St. Crystal Palace S.E.19. (10064)

## Rolls-Royce Spares and Service

**CENTRAL GARAGE**, Claydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cto. 7464. (101042)

## ROVER 10

**C** AMDEN MOTORS—Rover 10hp saloon, 1940, in spare time, limited to post-war series, engine bored and saved 6,000 miles back. £575.

**C** AMDEN MOTORS—Rover 10hp saloon, 1940, in very good mechanical order, coachwork sound but very rusted a little dull. £495.

**C** AMDEN MOTORS—Rover 10hp saloon, 1939, a really nice little motor, carefully driven and maintained by two owners only. £495.

**C** AMDEN MOTORS—Rover 10hp saloon, 1938, a cool model, Rover ever with blue leather, late property careful lady owner. £395.

**C** AMDEN MOTORS—Rover 10hp saloon, 1935, in very much better than average condition for a car of its year, coachwork devoid of major blemish, interior neat and tidy good runner. £435.

**C** AMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).

**Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday.** (101055)

**1939** Rover 10 saloon, black with brown leather, condition equal to a new one, a trial required to a trial or inspection. Fully demonstrated anywhere. Cox's Motors, 11 15, Conduit St., Leicester. Tel. 60319.

**R** HUTTONS, Ltd.—1939 Rover 10 saloon, black, brown interior, good tyres, recommissioned engine, fitted with new and tidy good runner. £435.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER 14

**1938** Rover 14 sports 4-light saloon, really outstanding condition, bargain. £395. Also well-kept car. £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (C1011)

**1936** CAMDEN MOTORS—Rover 14hp sports saloon, 1946, black, brown leather, one owner, only since new, very outstanding condition. £795. (C1011)

CAMDEN MOTORS—Rover 14hp saloon, 1940, late type model, identical to post-war series, fitted H.M.V. radio and other extras. £595. (C1011)

CAMDEN MOTORS—Rover 14hp sportsmans saloon, 1948, four-light model in Rover green, very good condition, new Dunlops. £395. (C1011)

CAMDEN MOTORS—Rover 14hp saloon, 1956, in really good condition for its year, sound coachwork and cellulose, interior leather, neat and tidy, typical smooth Rover performance. £295. (C1011)

CAMDEN MOTORS—Rover specialists. Late 82, Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars ready for inspection and purchase, free purchase facilities, part exchange, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m., Monday, Saturday. (C1015)

J. F. DOVE offer 1947 registered Rover 14 saloon, black with brown excellent condition throughout, £425.—69, Broadway, Wembley, S.W.19, Liberty 5136. (C1017)

**1936** Rover 14 saloon, in splendid condition throughout, any inspection or trial. £345.—Wembley Court Motors, High Rd., Wembley, Wembley 8787-8. (C1050)

**£495**—1953 14hp Rover saloon, £200 overhaul, excellent condition, Le Grice Bros., 107-9, Old Brompton Rd., South Kensington, S.W.7, Kensington 2471. (C1055)

## Rover 14 Cars Wanted

CAMDEN MOTORS urgently require 1959/40 Rover 14hp drop head four-door coupes; particulars and price required. (C1015)

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (W1015)

## ROVER 16

CAMDEN MOTORS—Rover 16hp drop head four-door coupes, 1959, a square model with stylish Tickford bodywork, excellent offer. £545. (C1015)

CAMDEN MOTORS—Rover 16hp sports saloon, 1958, fitted many expensive extras, special carpeting with economy jets, 32an radio, passlight, and Wind-tunes, five new Avon tyres. £445. (C1015)

CAMDEN MOTORS—Rover specialists. Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars ready for inspection and purchase, free purchase facilities, part exchange, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m., Monday, Saturday. (C1015)

**1947** Rover 16, 18,000 miles; £785.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). (C1015)

**1939** Rover 16 saloon, grey blue leather, good tyres, nice condition; only £545.—Pantiles Service Garage, London Rd., Guildford 5326. (C1035)

**ROVER 16** saloon Tickford drop head, 1959, in exquisite condition throughout, having had over £300 expended during last 18 months. £565. Grosvenor 2655. (C10412)

**ROVER 16** saloon, 1958, black, H.M.V. radio, £200 recently spent on overhaul, equal in appearance to a post-war model; bargain. £485.—Snow, Ltd., Lea Bridge Rd., Leyton, E.10. Tel. Leytonstone 3496. (C1055)

**1947** Rover 16hp sports saloon de luxe, heater, one owner, recently had engine by Rover, 3,000 miles, immaculate condition throughout; £790; 3 months' written guarantee.—Brown's Garage, Loughborough (Road) 4119 (1 line). (C1018)

**£625**—Sports drop head coupe 4-5-seater, 1959, unblemished upholstery, trimmings, etc., outstanding mechanically, very special bargain; 3 months' guarantee, hire purchase, exchange. (C1018)

L. AMES OF WOOD GREEN, Finchley Showrooms, 421, L. High Rd., Finchley, N.12. Fin. 6221. (C1025)

TANKARD & SMITH, Ltd., offer 1959 Rover 16 6-light saloon, colour black with blue leather; the engine has been reconditioned; the chassis has been carefully maintained and the coachwork is very clean. £575; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.5, Tel. Plaxman 4801-3. (C1026)

## ROVER 20

**1938** Rover 20 sports saloon engine and clutch completely reconditioned, whole car is in really immaculate condition and can be thoroughly recommended. £575. (C1018)

GARAGE SERVICE Co., Ltd., 9, Hoop Lane, London, N.W.11, Streetwork 3406. (C1019)

## ROVER 60 &amp; 75

TICKFORD, Ltd., offer:— (C1015)

**1948** Rover 75 sports sal., speedo reading 10,000, green, green leather, radio, heater, as new. (C1015)

**1948** Rover 60 sal., black, green leather, radio, heater, speedo reading 15,000, ex. conc. (C1015)

Upper St. Martin's Lane, W.C.2. Temple Bar 5358. (C1029)

TOM GARNER, Ltd., offer:— (C1029)

**1948** Rover 60 P5 sports saloon, black with grey leather, 25,000 miles. (C1029)

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9085-7. (C1030)

**1948** (Sept.) Rover 75 sports saloon, one owner, radio, heater, like a new car. £975. S.W.1. (C1048)

CLARKE & SIMPSON, 75-79, Cadogan Lane, S.W.1, Sloane 4221. (C1048)

B. BRUTONS, Ltd., Rover 1952 P4, B.M.T. consent, 9-15-12, Osten Mews, Emperor's Gate, S.W.7, Western 1242. (C1026)

## ROVER 60 &amp; 75

GLANFIELD LAWRENCE offer:— (C1015)

**1951** (Nov., '50) Rover P4 saloon, Connaught green, grey, low mileage, fitted heater, covers, undercoat spray, etc., all 1952 engine modification just completed, unmarked and literally as new. £1,625.—407, High Rd., N.12. Finchley 0991. (C1055)

GUY SALMON AUTOMOBILES offer:— (C1015)

**1948** Rover 75 saloon, £1,175; also 1946 12, £775. Portsmouth Rd., Thames Ditton, Esher. (C1001)

**1948** Rover 75, beautiful cond., bargain. £900.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (C10419)

**ROVER P4** (Sept. 1950), black, with red leather, wireless, 4,000 miles only, as new, best over £1,300.—Tel. Fifeild, Reliance 1291. (C1041)

**3000** miles, 1950 Rover P4 saloon, radio, heater, loose covers.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5568. (C1027)

G. J. SHAFPER & Co., Ltd., offer: 1950 Rover P4 saloon, radio, heater, immaculate condition throughout, low mileage.—120-152 Cricklewood Lane, N.W.2, Euston 6007. (C1028)

NAYLOR & ROOT—1950 Rover P4 saloon, black, red hide, 15,000 miles, unblemished; £1,495; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Bal. 5272. (C1028)

CAMDEN MOTORS—Rover 75 saloon 1948 (July), in superb condition, leather upholstery, tailored seat covers, H.M.V. press-button radio, heater, maintained and serviced by County Distributors. £1,065. (C1015)

CAMDEN MOTORS—Rover 75 sportsmans saloon, 1948, four-light model, also fitted radio and heater, small mileage. £1,065. (C1015)

CAMDEN MOTORS—Rover 75 saloon, 1948, black, red hide, heater and other extras, a really nice car, carefully maintained since new. £825. (C1015)

CAMDEN MOTORS—Rover specialists. Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars ready for inspection and purchase, free purchase facilities, part exchange, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m., Monday-Saturday. (C1015)

**ROVER 60 & 75 Cars Wanted** (W2031)

**P4** Rover, in new condition.—Hall, 152, Hinton Ave., Hounslow 7577. (W2031)

CAMDEN MOTORS urgently require a 1950 Rover P4 series; particulars and price required to:— (C1015)

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (W1015)

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OFFERED BY:— (C1015)

OWANS (WIMBORNE), Ltd.—A selection of high L grade used Land-Rovers with 3 months' specific guarantee.—Fruin (Wimborne), Rover Main Dealers, Alexandra Rd., Wimborne 0163-4. (C1140)

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HARVEY HUDSON, Ltd., the Land-Rover specialists. (C1015)

HAVE all models and equipment in stock, prices from £240.—Free delivery available (despatched immediately on application); all models and equipment purchased. (C1015)

HARVEY HUDSON, Ltd., South Woodford, E.18. Tel. Wansted 0056. (C1029)

LAND-ROVER 1951 model, excellent condition, in trial.—Pollett, Meadowgate, Welford, Stratford-on-Avon. (C1015)

**1950** series Land-Rover, trafficators, heater, extras, superb offer. £625.—Odeon Motors, Ltd., Barnet 4100. (C1028)

## ROVER MISCELLANEOUS

HENLYS, Ltd. (C1015)

ENGLAND'S Largest Rover Distributors. (C1015)

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor) (C1015)

HENLYS, House, 385, Euston Rd., N.W.1. (Euston) (C1015)

DEPOTS at:— (C1015)

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BRISTOL (Bristol 2126). (C1015)

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NORTHAMPTON (Northampton 907). (C1015)

CAMBERLEY (Camberley 77). (C1015)

HOUSLOW (Hounslow 3454). (C1015)

FINCHLEY (Finchley 0981). (C1015)

GREAT West Road (Ealing 3477). (C1015)

CAMDEN TOWN SERVICE STATION (Galliver 4141). (C1015)

HENLYS, Ltd., England's Leading Motor Agents. (C1029)

BEARDS, of Kingston, Rover specialists, sales, repairs, 102, London Rd., Kingston, Kingston 5548. (C1015)

R. P. POWELL MOTORS, Ltd., for Rover cars.—East London Area Dealers 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. (C1071)

## Rover Miscellaneous Cars Wanted

C THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3454. (C1071)

ROWLAND SMITH'S (C1015)

ROWLAND SMITH'S the Rover buyers.—Hamstead High St. (Hamstead Tube), Ham 6041. (C1025)

COOMBS & SONS (GUILDFORD), Ltd. (C1015)

URGENTLY wanted good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. (C1024)

PHENIX MOTOR CO. (SURREY), Ltd., High Rd., Sutton Surrey, Visitant 1121. (W2044)

HATTONS, of Lord St., Southampton, urgently require 10, 12 and 14hp Rovers, 1958-59, in condition above average. (C1030)

BLAKES, Rover agents, will purchase any non-convent Rover car.—110, Bold St., Liverpool 15. Tel. Royal 6622. (C1030)

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358, will purchase low mileage post-war Rover cars. (C1015)

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking, Tel. Ripley 1285. Tel. 2827-7. (C1044)

XXX Cash immediately for good Rover.—H. F. Edwards, 200, Gt. Portland St., W.1. Longham 0012. (W2003)

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really good Rovers.—173, Westmore Grove, W.11. Bayswater 4274. (C1025)

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningsham Lane, Bradford, Tel. 2827-7. (C1025)

DAVID ROSENFELD, Ltd., Rover distributors, are anxious to buy small mile, out-of-covenant Rovers.—76, Deansgate, Manchester, Tel. Deansgate 5455. (C1054)

## Rover Spares and Service

LEATHWOOD GARAGES, Ltd., 203 St. James's Rd., Croydon, Tel. 1222, Main Road St. W.1. Croydon. (C1029)

LEIGH PARK MOTORS, Ltd., Datchet, Slough, service.—Tel. Datchet 54. (C1007)

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales, service and spares.—124, Romford Rd., Forest Gate, E.7. Maryland 4818-9. (C1015)

DAVID ROSENFELD, Ltd., Rover Distributors Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502. (C1055)

## SINGER

D. J. SHEPHERD & Co. (ENFIELD), Ltd. (C1015)

**1948** Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £555.—B. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield & Rosard 1631. (C1015)

**£150**—Singer Le Mans Sports saloon, 40 m.p.h., reconditioned engine.—Kin. 2750. (C1055)

GORDON CARS (LONDON), Ltd.—1951 model Singer (C1015)

GORDON CARS (LONDON), Ltd.—1950 Singer S.M. 1500 saloon, £495. (C1015)

GORDON CARS (LONDON), Ltd.—1951 Singer 9 roadster, B.M.T. permission. (C1015)

G Gordon 6611, 373, Euston Rd., London, N.W.1. (C1025)

**120** gns.—1936 Singer 9 saloon, clean car.—Autospins, 5, Balsham High Rd., Balham 1509. (C1009)

**1950** Singer S.M. 1500, sports; £745.—Smith and Hunter, 376, Kensington High St., W.14. Western 2512. (C10419)

**£195**—Singer Le Mans 8.9 4-seater, 1954, cellulose, used blue, new hood, tonneau carefully maintained.—Barnet 4348. (C1047)

**1948** (Dec.) super 10 saloon, black brown; £550.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0012. (C10404)

**1947** Singer 10 saloon, 2 owners, genuine 33,000 miles only, all leather upholstery, a really immaculate car; 3 months' guarantee; £435. (C1015)

C. & W. MOTORS, Ltd., Queen's Head Garage, 42, Ead Rd., N.3. Finchley 626 (5 lines). (C1015)

**395** gns.—Singer Super 10, December, 1946, de luxe saloon, black, sliding head, brown leather, carefully maintained, excellent condition; terms, exchange.—Rowland Smith, below. (C1015)

**295** gns.—Singer 9, 1959, sports 2-4-seater roadster, red, red leather, very good condition; terms, exchange.—Rowland Smith, below. (C1015)

**245** gns.—Singer 9, 1957, Le Mans sports, good condition, terms, exchange; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C10418)

MANCHESTER, South Lancashire, North Cheshire; specialized sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradburygate, Bolton, Tel. 4089 Deansgate, Manchester. Deansgate 4507 (C1059)

**1951** Singer Roadster, will exchange estate car in good condition, increased family makes unsuitable. B.M.T.A. approval, transfer.—Foynton, "Trevone", Thornway, Bramhall, Cheshire. (C1049)

## Singer Cars Wanted

ROWLAND SMITH'S. (C1015)

ROWLAND SMITH'S, the Singer buyers.—Hamstead High St. (Hamstead Tube), Ham 6041. (C1056)

SINGER S.M. 1500 wanted, 1950 or later.—7, Kings-crook Rd., Bedford, Tel. 67135. (C1040)

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**CORDON CARS (LONDON) Ltd.**, the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11, Speedwell 4701-2.

**E. PASCALL (GUILDFORD) Ltd.**, sole distributors for West Surrey; spares and specialized service.—Central Buildings, North St., Guildford. Tel. 2274-5-6.

**A. LENS OF BRISTOL**—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock, quite chassis number.—Berkeley Square, Bristol. Tel. 22514. (6219)

## SPORTS CARS

**S**IMMONS for all sports cars including F.N.-B.M.W. Type 319 saloon, 1937; Riley Gunstock, 1932; Rolls 20 25 drop head H. J. Mulliner; Rolls 20, 1923, rough coachwork, but mechanically sound, £150; Isotta Fraschini Type 8, 1924, by Girard, wire, oil, for full details and prices of constantly changing stock.

**SIMMONS (MAYFAIR) Showrooms**, 12, Rex Place, Park Lane, Mayfair, W.1. Grosvenor 2535. (C4012)

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**THE Northern Sport and**

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**BLAKES** buy, sell and repair racing and sports cars; write for lists and quotations.

**J. BLAKE & Co., Ltd.,**

**110 Bold St., Liverpool.**

**ROYAL 6622 Grams, Autocar, Liverpool.** 16555

## MERCURY offer:

**£395**—1939 T.B. M.G. 11hp 2-seater Tickford drop head coupe in exceptional condition throughout, many extras, twin spotlights, spare wheel cover, demister, etc., a superb car.

**£265**—1939 10hp B.S.A. Mark 6, 2-seater, in very good order, finished in red with new hood and tonneau, spotlights, etc., a smart, economical car.

**£255**—1934 M.G. P.A. 4-seater 8hp, in very good condition, restored throughout, reupholstered, new dash and instrument, new broad, excellent mechanically.

**£215**—1934 Singer 9 Le Mans 2-seater in very good condition, over £50 spent recently, a nice trim car.

**£185**—1935 M.G. J2 2-seater, finished in green, new hood and tonneau, twin horns, a smart car.

**£145**—1934 Ford 4 open 4-seater tourist, good economical car in reasonable condition.

**A** SELECTION of a dozen other sports cars to choose from.

**TERMS** or exchanges with pleasure.

**MERCURY MOTORS**, Universe House, 524-6, Harrington Rd., Wembley, Middx. Wembley 6056-9. (C3013)

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**ALVIS Speed 25 V.D.P.** tourist, 1939, 4475; Alvis Speed 20 V.D.P. tourist, 1935, 4345; Allard convertible, 1947, 4395.

**BENTLEY 4½-litre V.D.P.** tourist, 1928, 4295; Bentley 4½-litre V.D.P. tourist, 1935, 4115.

**B.S.A. Scout 10hp 2-seater**, choice of 2, 1936, 4225 and 1935.

**CITROEN Light 12 sports**, 1937, 4365; Alfa-Romeo 1½-litre supercharged 2-seater, 1920, 4245.

**CRAZER NASH-B.M.W.** 45 45 526 engine cabriolet, 1937, 4325; B.M.W. 45 cabriolet, 1936, 4325.

**FIAT 500 single-seater**, spotlights, 1938, 4275; Fiat 500 1½ hp coupe, 1937, 4295.

**FIAT 1000 single-seater**, ready for track racing, with trailer, 4345.

**JAGUAR 3½-litre drop head** four-seater, 1939, 4395; Jowett Javelin 10hp saloon, 1949, 4695.

**LEFT 1100 cc. ex-Michael Christie**, ready for season's racing, 4450.

**LAGONDA V12 saloon**, comprehensive Lagonda history, 1938-39, 4725; 16/80 V.D.P. tourist, 73, 4275.

**LAGONDA V12 4-door**, 1940, 4295; Lagonda 4½-litre V.D.P. 1934, 4325.

**MERCEDES-BENZ 540K type A cabriolet**, 1937, 4675; 540K type B cabriolet, 1938, 4695.

**M.G.** See large selection under "M.G." column. Try us for spares and repairs.

**MINI 2½-litre** tourist, 1950, £1,250; Riley 1½-litre Kestrel saloon, 1935, 4275.

**RILEY Lynx 14hp** tourist, 1933, 4245; Riley 1½-litre Falou saloon, 1945, 4225.

**RILEY 16 4 Blue Strak** saloon, 1938, 4456; Rover 20 coupe, 1936, 4225.

**OVER 16hp sports saloon**, 1937, 4345; Lanchester 20 Mulliner saloon, 1938, 4275.

**100 3½-litre competition 2-seater**, 1939, 4425; Singer 1½-litre 2-seater, ex-works car, 1934, 4295.

**STANDARD 4 drop head** four-seater, 1939, 4265; Standard 4 tourist, 1939, 4295.

**STUDEBAKER 27hp utility**, 1939, 4225; Singer 9 Le Mans 2-seater, 1934, 4245.

**PERFORMANCE CARS.** (C3041)

**SEE Alfa-Romeo Ad No. 6620**, 20mpg, Lockhead brakes, fast, reliable. (6621)

**£150**—1928 120 Lea-Francis 2-str. tourist, professionally built special body—Bilfinger 4756. (16157)

## SPORTS CARS

**C.N.K. MOTORS offer:**

**1939** Alvis Speed 25 Charlesworth saloon, black, blue leather, superb vehicle, 4445.

**1947** (September) M.G. T.C. one owner, immaculate in every way, 4465.

**1938** Hillman Minx drop head coupe, good condition, 4350.

**1921** Chevrolet tourist, 640 miles only from new; 4145.

**TERMS**, exchanges, three months' guarantee.

**C.N.K. MOTORS**, 553, Finchley Rd., N.W.3. Tel. Hampstead 5712. (C1052)

## B &amp; G. MOTORS offer:

**£190**—Wolsey Hornet Special 12hp open sports 4-seater, first registered 1/1/1952, late type engine, positively immaculate, seating 12, new tonneau cover, goes like two DeSlys winners.

**£169**—M.G. 12hp L-type Continental four-seater coupe, primrose and red, lovely interior; a really smart car which would even please your mother-in-law; smart, fast, comfortable and reliable.

**£155**—Wolsey Hornet 12hp March Special 2 4-seater, cream, cream, exceptionally good mechanically and the apple of our sales manager's eye.

**£135**—Wolsey Hornet 12hp open sports 4-seater, British racing green, one of the prettiest little sports cars possible, new hood and new tonneau cover, irreproachable offer.

**£135**—Wolsey Hornet 12hp sports 2 4-seater, sunmetal and red, new hood and new tonneau cover, for another £100.

**£110**—Amalgam 10hp Surbitone model 2-seater, immaculate little car which has been really well cared for, another £100.

**£66**—Riley 9 sports saloon, smart, reliable and attractive; including several M.G.s, F-types and many others, including several M.G.s, F-types and many others.

**TERMS**, B & G. Motors, Early News, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. (C1019)

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**ALFA-ROMEO** post-war type 2 4-seater.

**ALFA-ROMEO** S.C. 2, 3, 1st and two 2nds Goodwood.

**BENTLEY** Mark VI. Spec. 1949, one owner, immaculate.

**HOTCHKISS** grand sports 1948 model. Cotal gear box, specimen.

**MERCEDES** 540K four-seater drop head, specimen.

**ROLLS-ROYCE** 25 sports saloon, 1935 series, radio, etc.

**ROLLS-ROYCE** P.11 One four-seater coupe, reconditioned, not run in.

**VOLKSWAGEN**, reg. 1950, red leather, radio heater etc.

**LANCIA** Aprilia, December, 1939, special streamlined sports saloon.

**M.G. T.C.** 1947, reconditioned engine, specimen.

**RENAULT** 1937 12hp, reconditioned engine, saloon.

**WE** are desirous of purchasing good quality English and Continental sports and touring cars.

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## SPORTS CARS

**CLAMDEN MOTORS.** The Leading Sports Car Specialists:

**1936** C. 2-litre special aero sports saloon, very attractive looking car, superb order.

**1948** A.C. 2-litre close-coupled sports saloon, one owner, finished by Mulliner, immaculate.

**1939** Aston Martin 1½-litre Le Mans close-coupled sports saloon, £200 overhaul, 1939.

**1934** Aston Martin 1½-litre open, 4-seater, sports crab track. Burton hood, reconditioned.

**1937** Aston Martin 2-litre sports saloon, 4-seater, sports, bored and sleeved, 2,000 miles.

**1939** Aston Martin 2-litre sports saloon, immaculate, £80 overhaul, radio, heater.

**1948** Allard open 4-seater sports, black, blue leather, tonneau cover, heater.

**1948** Allard 2-seater open sports, just sprayed red, like brand new, one owner only.

**1949** Allard drop head four-seater coupe, Cambridge blue, fawn leather, 10,000 miles only.

**1950** Allard 4-seater open sports, fitted radio, heater and other extras, immaculate.

**1950** Allard sports saloon, 10,000 miles, all extras, screen spray, spotless order.

**1947** Sunbeam-Talbot 2-litre open sports 4-seater, silver-grey, new engine 1952.

**1940** Sunbeam-Talbot 2-litre open sports, just reconditioned, 10,000 miles.

**1948** Invicta Black Prince drop head four-seater coupe, superb immaculate, one owner.

**1939** Bentley 4½-litre Vanden Plas drop head four-seater coupe, overdrive, £120 bills.

**1935** M.G. P.A. Midges 2-seater, British racing green engine reconditioned by makers.

**1937** M.G. P.A. Midges 2-seater, black, green, Windermere, superb condition.

**1938** M.G. T.A. Midges 2-seater, cream, green, very bright condition, superb order.

**1939** M.G. T.A. Midges 2-seater, open, brand new hood, screens and tyres.

**1939** M.G. T.A. Midges drop head coupe, very scarce Tickford model, immaculate.

**1940** M.G. T.B. Midges 2-seater in red with fawn M.G. T.C. Midges 2-seater, 26,000 miles, new engine fitted at 25,000, superb.

**1947** M.G. T.C. Midges 2-seater, fitted many extras, radio, Windermere, black, light, etc.

**1949** M.G. T.C. Midges 2-seater, fastidious maintenance by one owner, moderate mileage.

**1938** M.G. V.A. 1½-litre 12hp drop head four-seater coupe, Tickford conversion, new hood.

**1939** M.G. V.A. 1½-litre sports saloon, late reconditioned, £50 bills for spares.

**1939** M.G. V.A. 1½-litre 12hp drop head four-seater coupe, fitted new hood and tyres.

**1939** M.O. 1½-litre sports saloon, 10,000 miles, alloy, with red leather, immaculate specimen.

**1939** M.O. 2½-litre sports saloon, a very rare series, required 9000hp.

**1938** Alvis 12 70 drop head four-seater coupe, motor, black, steel all-round condition.

**1938** Alvis 12 70 sports saloon, £350 works overhaul, makers' post-war, 1938.

**1939** Alvis 12 70 sports saloon, just sprayed in Alvis green, fitted discs and heater.

**1940** Alvis 12 70 four-seater drop head coupe, fitted radio and Smiths heater, etc.

**1935** Alvis 12 70 sports saloon, special Charlesworth bodywork, a specimen.

**1937** Alvis Speed 25 sports saloon, complete mechanical reconditioning, 1937.

**1938** Alvis Speed 25 sports saloon, one wealthy owner, superb maintained and serviced.

**1937** Alvis 4 3 special Mulliner sports saloon, fitted radio, seat covers, etc., superb.

**1938** B.S.A. 4-seater coupe, super, 10hp, front-wheel drive model, very bright car.

**1939** B.S.A. 4-seater open sports tourist, 10hp series VI, one owner since new.

**1939** B.S.A. 2-seater open sports tourist, in British Pacific series, just overhauled.

**1948** Healey 2½-litre special Dunlop drop head mounted, most immaculate specimen.

**1939** Hethcote 2½-litre Paris Nine sports saloon, moderate mileage, one owner.

**1939** Hethcote 10hp special open 2-seater sports, exceptionally fast.

**1937** Jaguar Competition model, 2-seater, all usual features, chromed chassis and

**1939** Jaguar 5½-litre Competition model 100 an immaculate one-owner car, £150 bills.

**1946** Morgan 4 4 drop head coupe, in silver grey, new hood and Goodwood, Eagle tyres.

**1946** Morgan 4 4 2-seater, fitted new engine, £500 miles only, superb mechanical order.

**1949** Morgan 4 4 drop head coupe, immaculate condition, 14,000 very careful miles.

**1935** Singer Le Mans 10hp special 2-seater sports, S.M.U. conversion, superb, etc.

**1939** Singer 10hp open 4-seater sports, Cambridge blue, brand new hood and screens.

**1936** Triumph Special 11hp Monte Carlo open sports 2-seater, slab tank, aero-screens.

**1935** Riley 17hp 10hp open 4-seater sports, engine reconditioned in Burtonford.

**1935** Riley 10hp 10hp 2-seater, black S.U. carburetors, Scintilla Vertex, immaculate.

**1935** Riley 10hp 10hp 2-seater, Lavalin balanced shaft, etc., reconditioned 1935.

**1936** Riley Scintilla 1½-litre 2-seater, outside exhausts, Scintilla, 1936, 4200 miles.

**FOR** details and prices of above, write or phone.

**CLAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard Beds. Tel. 2041 (5 lines). (C1055)

**CHIPPSTEAD MOTORS**, Colnbrook, By-pass, Slough, Tel. Colnbrook 205 offer:

**LAGONDA** 2-litre 1928 open 4-seater tourist, excellent mechanical condition, £250.

**1936** M.G. T.B. model, extremely clean car, 4245.

**1936** Alvis Silver Eagle, 1932, drop head coupe, very sound indeed, 435.

**LAGONDA** 3½-litre pillbox saloon, 2245. (16752)

**1938** Delahaye 155 drop head coupe, a most immaculate car.—See classified columns for details.

**MAIDSTONE ENG. CO.**, Cross St., Pendleton, Manchester, 6. Pen. 3457. (C3000-1)

**ALVIS** Speed 20 black saloon, super appearance, mechanically overhauled, £200, spare wanted.—Batch End 1797. (16467)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SPORTS CARS

**C** HILTERN CARS offer the following from stock:—

**£425**—1948 (June) Morgan 4 1/2 drop head coupe, 21,000 miles, reconditioned engine 3,000 miles, new tyres all round, twin spares.  
**£325**—Very original 1900s Brooklands Riley, racing cars, special crane, except on order.  
**£265**—1947 1 1/2-litre type 40 Frazer Nash-B.M.W. pillarless sports saloon, red.  
**£245**—1956 9hp P.M.G. Midlet 2-seater, choice of two, £245 and £295.  
**£185**—4 1/2-litre Lagonda sportsman's pillarless saloon, cruises at 70 mph, 18 mpg, very fast.

**£169**—Unsupercharged 2-litre Bugatti 2-seater, pointed fenders and all the authentic noises.  
**£100**—1952 Wolseley Humber sports 4-seater, 4-speed gear box, knock-on wheels, £60 just spent on this car.

**A** LSO a selection of Alfa-Romeo, Alford and Jaguar; terms and exchanges.

**C** HILTERN CARS, 111, Water Lane, Leighton Buzzard, Bedfordshire, Tel. Leighton Buzzard 2060. (C1045)

**R** ICHARDS & CARR (previous) Potter & Richards offer.

**A** LLARDS, choice of 3; see under Allards.

**C** ITROEN, choice of three; see under Citroen.

**E** PLAGE D.R. beautiful Chaparral, unique, £115.

**A** USTIN 1936 Avocet saloon, 12hp; £135.

**H** EALEY 1947 Elliott saloon, top overhauled; £395.

**L** VIS Speed 20 drop head, really immaculate; £460.

**A** LSO many other interesting and cheap cars.

**C** OME and inspect these and the remainder of our stock; open to 7 p.m. Monday to Saturday; open for inspection Sunday mornings; part exchanges, hire purchase facilities, etc.

**35** Kinnerton St., Wilton Place, London, S.W.1. (C5045)

**S** PRING sale of motor fashions by Beverly Motors (in H. Mann, proprietor).

**M** ORGAN 4 1/2 with special streamlining open 2-seater sporting body, first used, 1950; £700.

**1500** cc. Alfa-Romeo streamliner open 2-seater, to be finished to customer's requirements; £600.

**2.3** litre type of Alfa-Romeo, Mille Miglia engine, full 5-seater saloon, to be finished to client's requirements; £1,400.

**A** LRIC Rs. Alric Avenue, New Malden, Tel. Mal. 4403. (S192)

**W** EST LONDON MOTOR MART offer a large selection of vehicles at under £150.

**A** LVIS special, £145; Alvis 20, £75; Alvis 17, £55; Austin 10, £115; Bentley 5-litre, £145; Bentley 6-litre, £145; Hillman roadster, £115; Hillman 10, £55; Lanchester 10, £55; Lagonda 2-litre, £150; Morris Minor, £95; Morris 12, £115; Morris 10, £95; M.G. 10, £95; Morris Taxi, £57; Morris Cowley tourist, £45; Morris 2-litre, £150; Rationall saloon, £125; S.S. saloon, £145; S.S. 10, £145; Studebaker utility, £135; Wolseley 12, £95; amphibious Jeep, £175.

**I** MEDIATE insurance and easy terms on all cars, part exchange, village specialists.

**W** EST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middlesex. (C5041)

**A** USTIN 7 sports 2-seater 1932, steering, dynamo, clutch, exhaust reconditioned 1,500 miles since rebore; £125—Caterham 3406. (C6681)

**£350** or offer, Humber 5 position D.H.C., very nice in look, exceptional clean and good condition, 24hp but economical, -40, Summerfield Ave., N.W.6, Ladbroke 2897. (C6661)

**1935** Lagonda Rapier 10hp 4-seater drop head coupe, reconditioned, recent new engine, recently spent in complete overhaul, specimen condition throughout. £550—Carr Bros, The Soho Garage, 28, W.1. Ger. 6678-9. (C6571)

**S** PEEDSTERS, Ltd.—The largest and most immaculate selection of sporting cars in this country. Alvis, Alford, Bentley, Bugatti, Fiat, Jaguar, M.G., Mercedes, Rationall, Riley—Offices at "Old Stratford," Cross Oak Lane, Salfords near Redhill, Surrey. Horley 628. (C10420)

**R** OSE & YOUNG, Ltd., offer: R.H. Alford sports 2-seater, last overhauled and reconditioned ready for sports racing, numerous spares; £1,095 or part exch. -65-69, Storrhead Ave., Strathallan Hill, S.W.2. (1 minute Stratford Hill Station) Tulse Hill 6844. (C5041)

**£55**—Vintage 3-litre Sunbeam sports tourist, fast, sound and very usable; also 1931 Austin 7, taxed year, smart, fast, economical and reliable, what else needed? Part exchange, welcome. Roehampton Garage, Kettering Rd., Northampton, Tel. Moulton 208. (C5041)

**M** G. 12 1933, very good condition, rewired, runner, holstered, £195; M.G. 18 80 saloon, excellent runner, fitted radio; £165; Lagonda 5-litre special saloon, excellent mechanical order, £295—Richards & Brown, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 4479 and 2522. (C10409)

**V** INTAGE AUTOS, specialists in Vintage Continental sports and racing cars; always at least 40 cars at competitive prices. Head office and showrooms: Queen Gate Mews, Gloucester Rd., Kensington, London SW5. Sales and Works, 189-195, Pavilion Rd., Sloane Sq., Knightsbridge, Sloane 8526. (C10409)

**1948** (September) Lea-Francis sports roadster 14-hp 2-seater, beautifully refinished in metal-sheen grey, built-in head lamps and all new tyres, fitted with the famous 3-cylinder twin-cam engine and twin S.U., a really terrific performance, recently fitted new head and chassis, a small machine car in superb condition; £650, terms and exchanges.

**M** AIDSTONE ENG. CO., Cross St., Pendleton, Manchester, 6, Pen. 3457. (C3000)

**1940** Sunbeam-Talbot 4-litre razor edge owner-driven sports saloon with side control, Thrupp & Maberly, in excellent condition throughout and without one whitely blemish either inside or out with only 15,000 miles on the speedometer; will sell reasonably or exchange for small open or drop head Run or similar class car; cash either way—Simmons, Grosvenor 2635. (C4012)

## Sports Cars Wanted

**R** OWLAND SMITH'S

the sports car buyers—Hampstead High St. (Hampstead Tube), Ham. 6044. (C6681)

**P** ERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel. Ealing 8941.)

**I** MMACULATE condition essential, private buyer, London, requires S.S.100 or Singer Le Mans 2-seater, despatch ignored. Box 1562. (C6524)

## Sports Cars Spares and Service

**A** UTORENDERS, Ltd. are enthusiastic repairers, tubers and modifiers—Autorenders, Ltd., Lower Garage, Perry Rd., Barnes, S.W.13. Riverside 5466, 19755

**A** SPECIALISED service offered to racing and sports car owners. For better performance, increased cooling, and even heat distribution, have your cylinder head copper-bolted (copied) by technical experts—Parr Repairs Ltd., Ficker Gate, Nottingham. (C10185)

## STANDARD 5

**C** OACHCRAFT offer:

**£265**—a.n.o.—Standard 5 saloon de luxe 1939 model, grey, with blue leather upholstery; all original and practically unscathed, owned by titled family, from new, 59,000 miles, bodywork very clean and free from oil, union, five tyres practically as new, new heavy duty battery, first-class mechanical condition, 6000 psi pressure but no repairs or replacements of any sort necessary; a delightful little car in every way, having 2 months' written guarantee; terms to suit and exchanges.

**C** OACHCRAFT, Elm Rd., Evesham, Tel. 6539. (C1055)

**L** EX GARAGES offer:

**1947** Standard 5 tourist, black with brown upholstery, nominal mileage £250. (C6286)

**L** EX GARAGES, Ltd., 2, Lexington St., W.1, Gerrard Rd. 4660. (C6790)

**D** AGENHAM MOTORS Ltd., offer the following car:—

**1946** Standard 5 saloon, grey/blue hide, recon.; 6450.

**56** Park Lane, W.1. Recent 4660; 374, Ealing Rd. 4249. (C10626)

**1939** Standard 5 saloon, excellent condition throughout.

**S** ERVICE STATION, Kingston Vale, S.W.15. X Kin 8253. (C4060)

**1946** Standard blue saloon, excellent condition throughout. £350—Kington House, Hyde St., Winchester, Ham. 7411. (C10236)

**1948** Standard 5 tourist, black, new head; £410—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. (C10323)

**1947** Standard 6 coupe in excellent condition; 25, East Hill, Clapham Junction, S.W.11, Bert. 5272. N.W.2. Speedwell 1242. (C2026)

**£135** deposit—1947-8 Standard 5 d.l., as new, exchanges—Rory Automobiles Ltd., 127, Parkway, N.W.1. Euston 2700. (C1059)

**1948** Standard 5 tourist, reconditioned, in nice condition, £365—Gordon Wooderson, 22a, Drexel Rd., S.W.16, Tel. Streatham 9638. (C1059)

**365** gns.—Standard 8, Sept. 1936, foursome drop head coupe, grey, blue leather, very good condition, terms, exchanges—Rowland Smith, below.

**345** gns.—Standard 1946, September 1946, four-seater, black, blue leather, good tyres, carelessly run, excellent condition, terms, exchanges—Rowland Smith, below.

**365** gns.—Standard 8, November, 1946, saloon, black, sliding head, radio, unwork tyres, excellent condition, terms, exchanges; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**1947** Standard 8 coupe, also 1947 Standard 8 1/2 tourist, both in fine condition—Autowork Ltd., Station Hill, Winchester. Tel. Win. 4834. (C1010)

**NAYLOR & ROOT**—1947 Standard 8 sun roof, silver grey, blue, economical; £525, six months guarantee, -25, East Hill, Clapham Junction, S.W.11, Bert. 5272. (C10322)

**M** OTOURISTS (LONDON), Ltd., Gt. North Rd., East Finchley, N.2. Tudor 2501-2. (C1019)

**1946** Standard 5 saloon de luxe in quite good condition as it is, or factory reconditioned engine will be fitted, suspension and brakes overhauled at £395.

**G** ARAGE SERVICE CO., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 5208. (C1019)

**1948** model Standard 8 tourist, grey, one owner, splendid condition throughout; only 5012a.

**A** Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0012. (C4004)

**£365** 1948 Standard 8, full de luxe saloon, leather, outstanding condition, faultlessly maintained; also 1947, very small mileage for £445; 5 months' guarantee, full purchase, exchanges.

**L** AMBS OF WOOD GREEN, Finchley Showrooms, 421, High Road, Finchley, N.12. Fin. 6221. (C2052)

**1947** (Nov.) Standard 5 saloon, reconditioned dark green, immaculate inside and out, mechanically sound, only 20,000 miles, £435—Reeve, 99, Brookholm Rd., West Norwood. (C6676)

**1939** Standard 8 chauffeur driven grey saloon de luxe, 49,000 miles, excellent condition with 1948 engine and rear box, two spare wheels, 1948 tyres—Miss Stratford 25, Carlisle Place, S.W.1. Victoria 6063. (C6063)

## STANDARD 9

**1937** Standard 9 saloon, black red upholstery, in excellent condition, taxed; £285.

**M** ACDALLEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 2575. (C5005)

**£100**—Standard 1.8, 1954, splendid condition throughout, 38mpg—Holborn 4940. (C1466)

**S** TANDARD 9 3/4 saloon, good appearance, mech. S sound, economical, taxed; £180 o.n.o.—Tudor 8083 evening. (C6422)

## STANDARD 10

**G** EOFFREY EDWARDS, Ltd., offer:—

**1940** one owner, Standard 10 de luxe 4-door saloon with sliding roof finished immaculate as original black clothed, superb brown leather upholstery with carpets to match; just passed out from complete check over, immaculate condition; three months' written guarantee; £295, hire purchase, part exchange—Amenbury Lane, Harpenden, Herts. Tel. 118. (C2000)

**1935** Standard 10 saloon, very nice condition; £125—Brooklands Motors, 102, High Rd., Uxbridge, Tel. 184, 10 a.m.-7 p.m. (C1060)

**£265**—1938 Standard 10 4-door de luxe saloon, 190-185, West End Lane, N.W.6. Hampstead 6400. (C1024)

**1939** Standard 10 de luxe saloon, superb condition, very recent overhaul, £135, hills shown, tax insured; £375 or reasonable offer—Easting after 6 week-ends; Tarsley, 5, Inverlor Rd., Battersea, S.W.8. (C6628)

## STANDARD 12

**S** TANDARD 12, 1957, £225; also Morris 8, 1955 tourist, £140—Bay, 2195. (C6116)

**1938** Standard 12hp saloon de luxe, very sound car (1 through-out), taxed; £465.

**C** OLES GARAGES, Worple Rd., Wimbledon, London, S.W.19, Tel. Wimbledon 0195-6. (C1054)

**1947** Standard 12hp saloon de luxe, one owner, in new condition, £375.

**M** AYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware, M. Rd., N.W.9, C. 8082. (C5004)

**£259** gns.—1939 Standard 12 de luxe saloon; terms, part exchange—Autospin, 5, Balham High Way, Balham 1509. (C1006)

**1948** Standard 12 coupe, one owner, good tyres and battery; any trial; fully taxed; £675 or new offer, Reigate 5218. (C6649)

**1939** Standard 12 saloon, guarantee, £295, payments—Oldfield, 586, Kensington High St., W.14. Wes. 6651. (C5029)

**£165**—1936 Standard 12 saloon de luxe, excellent throughout, terms—C.A.P. Motors, 150, Clapham Rd., S.W.9. Reliance 2895-6. (C1058)

**1938** Standard 12hp saloon, maroon, in very good condition throughout; £275—Wembley Court Motors, High Rd., Wembley. Wembley 8767-8. (C4060)

**£275**—1938 Standard 12hp 12hp de luxe saloon, condition throughout, in remarkable shape, condition throughout—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6400. (C1058)

**£425**—1939 Standard 12, black with brown hide upholstery, one owner, very carefully used, engine recently replaced, whole car in post-war condition, terms, exchanges—136, Kings Rd., S.W.5. Hammermill, W.6. Riverside 2891. (C2031)

**1947** Standard 12 de luxe saloon, finished in the original and unblemished black with maroon leather interior, small engine, fitted twin chrome Wind-tunes, a superb car; 495gns.; terms and exchanges; free part exchange.

**M** AIDSTONE ENG. CO., Cross St., Pendleton, Manchester, 6, Pen. 3457. (C3000)

**£255**—1937 Standard 12hp 12 de luxe saloon, immaculate for its age, outstanding mechanical and ridiculously cheap at this price; also choice 1951, also 1938 12; 5 months' guarantee; hire purchase, exchanges.

**L** AMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (C2052)

**425** gns.—Standard 12, June, 1946, foursome drop head coupe, black, brown leather, radio, one owner, good tyres, excellent condition, terms, exchanges; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**T** ANKARD & SMITH, Ltd., offer 1946 Standard 12hp 12 de luxe saloon, red, colour black, beige leather, a comfortable car in first-class condition; 445g, three months' written guarantee, also 200 gns. added used cars of all makes.—136, Kings Rd., S.W.5. Tel. Faxman 4801-3. (C4026)

## STANDARD 14

**O** VERSEAS CARS L11

**1948** Standard 14 drop head coupe, black/brown leather, excellent condition, £395; ditto 1947, £350.

**O** VERSEAS CARS Ltd., 227, Bromford Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. (C1051)

**B** LUE STAR GARAGES, Ltd., offer:—

**1946** (June) Standard 14 drop head coupe, very good condition, £495—Fortune Green, Pen. West Hampstead, N.W.6. Ham. 2211. (C4051)

**H** M. BENTLEY & PARTNERS, Ltd., offer:—

**1946** model Standard 14 saloon; we have completely reconditioned the engine, steering and brakes in our service station; £485.

**9** Albemarle St., London, W.1. Tel. Grosvenor 5551. (C6018)

**£375**—Standard 14 1950 4-dr. sn. really excellent condition, £495, and mechanicals; many extras.

**B** ENNEMORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9.15 to 5.30; Holland Park Tube. Exchanges. H.P. C1017

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD 14

**1947** Standard 14 saloon, splendid car: £500—Smith & Hunter, 376, Kensington High St. W.14. Western 2512. (C10019)

**1948** Standard 14, grey, blue leather, excellent condition throughout: £645—Roxington, Essex Park, Tavistock. Tavistock 8. (C10020)

**1948** Standard 14, grey, blue interior, ex. condition: £550—J. Dixon & Son, High Wycombe, Sawbridgeworth, Herts 2372. (C10021)

**1948** Standard 14hp saloon, grey, blue leather upholstery, sunshine roof, one owner, mileage 32,000, mechanically perfect: £620: London: Bex 1252. (C10022)

**1948** (Sept.) Standard 14, black with immaculate red hide interior, mileage 21,000, perfect condition throughout—Cox's Motors, 11-15, Conduit St. Leicester. Tel. 60519. (C10023)

**STANDARD 14hp** de luxe sun saloon, black, grey, radio and heater, one owner, exceptional condition, fixed choice of two: £655—K. J. Motors Ltd., Bromley Kent, Rav. 3456-7-8-9. (C10024)

**545ms**—Standard 14, July 1948, saloon, black, sliding head, green leather, one owner, good type, excellent condition, terms, exchange, list, open 7-7 weeks and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C10025)

**TANKARD & SMITH, Ltd.** offer 1948 Standard 14 saloon with sunshine roof, colour beige with brown leather, moderate mileage, good mechanical condition, excellent roadcraft, three months' warranty, also 200 guaranteed used cars of all makes—138, Kings Rd., S.W.3. Tel. Fiamman 4807-5. (C10026)

## STANDARD 20

**STANDARD 20** smart black top saloon, 1957, big lux-luxe boot, radio, well shod, original cellulose, fine all round condition, £285 o.n.o.—Pearson, Eastbourne 599. (C10027)

## CAR MARKET, Ltd.

**1950** Standard Vanguard saloon, heater, 9,000 Rd., N.W.1. Euston 1212. (C10028)

**OVERSEAS CARS Ltd**

**1950** Standard Vanguard saloon, grey, grey leather, radio and heater, £750.

**OVERSEAS CARS Ltd**, 227, Bromington Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. (C10029)

**B. J. HUNTER, Ltd.** offer—

**1950** Vanguard saloon, colour black, one owner since new, £895.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6905. (C10030)

**MONTROE MOTORS** offer—

**1949** Vanguard saloon, one owner; £625.

**MONTROE MOTORS (N. H. Boscawell)**, 21-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. (C10031)

**C.M.I. CAR SALES (Pri. 6623)**, offer—

**1950** Standard Vanguard saloon, black red leather upholstery, one owner, £725.

**THREE months' guarantee**, list on application—Swiss Cottage, Finchley Rd. N.W.3. (C10032)

**H. A. SAUNDERS, Ltd.**, Radlett, Herts.

**1949** Standard Vanguard, grey, blue upholstery. Tel. Radlett 5681-6.

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

offer Vanguard, 25,000, radio, heater, immaculate: £695.

**1949** Vanguard, genuine 18,000; £755.

**MARLBOROUGH Works**, Kenton, Tel. Wodehouse 5356 and 3628. (C10033)

**1949** Standard Vanguard saloon, leather, excellent condition: £695.

**GEORGE NEWMAN & Co.**, 369, Euston Rd., N.W.1. G. Euston 4466. (C10034)

**1950** Standard Vanguard saloon, leather, heater, 8,000 miles, spare unused, one owner.

**RIPCO, Ltd.** (upwards purchased), 16, Albany Rd., St. Marys, London, W.1. Regent 2952. (C10035)

**1951** Vanguard, B.M.T.A. consent, as new, list price—Carr Bros. Garages, Ltd., Purley, Updown 4612. (C10036)

**1950** Vanguard, blue, heater, covers: £775—Mayland, 25, Mount Echo Ave., Chingford, E.4. Silverthorne 3556. (C10037)

**1950** Vanguard, 18,000 miles, one engineer owner: £715—Williams, Sunnyside, Church Rd. Ash, nr. Aldershot. (C10038)

**STANDARD Vanguard saloon** (1949), black with brown leather, one owner, 18,000 miles only, excellent: £695—Strattons, Ltd., 40, Berkeley St., W.1 (Mayfair 404). (C10039)

**1949** Standard Vanguard saloon, black, in very good condition throughout, say trial: £725—Wentley Court Motors High Rd., Wembley. Wembley 6787-8. (C10040)

**1950** Standard Vanguard saloon, radio, heater, 7,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (C10041)

**STANDARD Vanguard** de luxe saloon, erer leather, 5 extras, very low mileage, one owner, exceptional condition, choice of 5, from £795—K. J. Motors, Ltd., Bromley Kent, Rav. 3456-7-8-9. (C10042)

**1952** Vanguard, just run in, radio, heater, blue, B.M.T.A. permission, trade and part exchange enquiries invited—G. P. Motley, Ltd., 54, Stratford Hill, S.W.2. Tulse Hill 4488. (C10043)

## STANDARD VANGUARD

**1950** Vanguard saloon, fitted heater, leather, fully guaranteed: £750—A. Z. Motors, Palmerston Rd., N.W.6. Mai 8728. (C10011)

**1950** Standard Vanguard saloon, 7,000 miles—Autowork, Ltd., Station Hill, Winchester. (C1010)

**1950** Vanguard de luxe, black with brown leather, radio, heater, Dunlop Turis, fitted Laycock overdrive, excellent condition, one owner, £800 o.n.o.—Morton, Ravenshoe, Penrith. Tel. 2628. 19600

**£845** Bargain, Vanguard, very late 1950 model, just become available in unblemished condition, and as new throughout, a current car at well below £1,000, just price, unrepeatable at this very low price, 3 months' guarantee, list purchase, exchange.

**AMUS OF WOOD GREEN**, Finchley Showrooms, 421, L. High Rd., Finchley, N.12. Fin. 6221. (C10052)

**1951** (May) Standard Vanguard estate car, low mileage, leather heater, twin spot lights, covers, regularly maintained by Standards, immaculate condition throughout, balance of covenant—Sodner Marcus Ltd., 35, St. Anne St., S.W.1. Tel. nease 5557. (C10066)

**625ms** Standard Vanguard April 1949, saloon, steel grey, grey leather, R.M.V. radio, excellent condition, choice of 4 Vanguards, terms, exchange, list open 7-7 weeks and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C10018)

**1951** (October) Vanguard, overdrive, radio, heater, twin seat covers, leather, trim, 10,000 miles, cost £1,075; polychromatic silver, 9,000 miles; unblemished, as new, cost £995 o.n.o. B.M.T.A. mission to sell; terms—John Fisher, 201.5, New Rd., Portsmouth, Tel. 73395. (C10017)

## STANDARD MISCELLANEOUS

**SALES**, service, spares.

**STANDARD and Triumph** distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

**CARRS AUTO SALES, Ltd.**, Standard House, South End, Croydon, Tel. Croy. 6988-9. (C10053)

**NEW!!** Standard estate car, See advertisement in section "New Cars for Sale." 16716

**1948-9** (Oct.) Standard 14 de luxe saloon, in grey, genuine 16,000 miles, one owner, spare unused, maxtax car, £600, also 1959 Super saloon, £240—A. Z. Motors, Palmerston Rd., N.W.6. Mai. 8723. (C1011)

## Standard Miscellaneous Cars Wanted

**CAR MARKET, Ltd.**, wish to purchase Standard cars—150, Park Lane W.1. Grosvenor 3454

**R**

**ROWLAND SMITH'S** the Standard buyers—Hampstead High St. (Hampstead Tube), Ham. 6041

**MARSTON MOTOR Co., Ltd.**, for your Standard—N.15. Tel. SU 6300—Seven Sisters Rd., Tottenham (C1018)

**XXX** Cash immediately for good Standard—R. F. Edwards, 200, Old Portland St., W.4. Langham 0012. (W2005)

**C & PETO, Ltd.**, 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first condition—S. S. 3051. (W3045)

**STARVES MOTORS**, 105 Cricklewood Broadway, N.W.2, require modern Standard cars in good condition, cash or exchange. Tel. Glia, 2480. (C1043)

**IF** your car is in London and is a post-war model it can be seen and purchased within an hour of phoning Mayfair 7154, the London buying office of Lamb's, Ltd., Woodford, Essex.—Slough House, 16, Berkeley St., W.1. (W125)

## Standard Spares and Service

**S&T**

**STANDARD & TRIUMPH SALES, Ltd.**—Service and spares for all models, manufacturers' largest stockist in Britain, spares and service exchange assemblies—Standard & Triumph Sales, Ltd., London Distributors, junction of Boundary Rd. and Albany Rd., St. John's Wood, N.W.5. Maids Vale 5114 (10 lines)

**STANDARD spares and replacement units**—John Kaye (Leeds), Ltd., New York Rd., Leeds, 4. Tel. 24354

**BARKER'S MOTORS (LONDON), Ltd.** (Tel. Balham 904) for standard spares, sales and service—30, Balham Rd., S.W.17. (C1052)

**STANDARD and Triumph spares**—Post your enquiries to Northern Motor Co. (Distributors) North-west Rd., Marple, Tel. Thane 2068. (C164)

**ALBERT FARNELL, Ltd.**, would appreciate the offer of your Standard if wishing to sell—75, Marnham Lane, Bradford, Tel. 2827-8. (C1216)

**STANDARD and Triumph spares and service**, replacement units—B. T. Richards (Berkeley), Ltd., 74-75 Broadway, Berkeley 12th. Tel. 1666-7. (C1247)

**STANDARD spares**, all models from 1935; replacement units; complete overhaul, reconditioning—Putlocks, Ltd., Alexandra Terrace, Guildford, Tel. 5391. (C1200)

**STANDARD spares for all models**; largest provincial stockists—Hollingshead, Automobile Co., Ltd., Stockport, Tel. 4464; and Prince's Drive, Colwyn Bay (Tel. 3322). (C1359)

**SPARE parts** by return of post; quote commission S. number of car when ordering—Whitler Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5486. (C1475)

**BROCKHURST GARAGE**—Harrow agents for Standard, Triumph sales, service, spares, reconditioning unit—Dunridge Ltd., Harrow World, Middlesex. Tel. Grimsdyke 561. (C1025)

## Standard Spares and Service

**LANKESTER ENG. Co. Ltd.** (distributors in Surrey since 1911)—Full range of spares, phone, write or call; orders dispatched immediately—35-37, Eden St., Kingston, Kin. 3151-4. (C10286)

**K. J. MOTORS, Ltd.**, have available for immediate delivery reconditioned engines and up stock of spares for all models: the Standard specialists for over 25 years—157-149, Wdmore Rd., Bromley, Kent, Rav. 3456-7-8-9. (C10057)

**SPIKINS (TWICKENHAM), Ltd.**, 83-101, Heath Rd., Twickenham, Middlesex—Standard spares, service units and reconditioned engines, retail and trade, prompt postal service—Tel. Poregreve 1355-67. Telegrams Spikins, Twickenham. (C1044)

**HALLS (FINCHLEY), Ltd.** have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1935 onwards, guaranteed three months, 10,000 miles—Standard Spares, Finchley, N.3. Finchley 5508-9. (C10029)

## STUDEBAKER

**SIMPSON'S MOTORS** offer—

**1952** Studebaker Champion, 4-door, overdrive, extras, left-hand drive.

**1950** Studebaker Champion, right-hand drive, all extras, etc.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 8691 3903. (C10015)

**JOE THOMPSON (MOTORS), Ltd.**, offer—

**RHD** late model Studebaker, colour black.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Mitchell's), Ken. 4656. (C1020)

**STUDEBAKER Champion 1942 model**, fixed head coupe, first registered 1942, dilapidated car, taxed, steering column gear change, bargain, £400—Cunningham 1391. (C10067)

## Studebaker Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** the Studebaker buyers, Wembley 8691 3903. (C10075)

**CANDEN MOTORS, Ltd.** urgently require 1939-40 22 Studebaker saloon, Particulars and price required—Redx, Tel. 2041 (5 lines). (W1055)

**CANDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (W1055)

## SUNBEAM

**1927** 20-litre Sunbeam coupe, great character, sound run over, over, completely waterproof, quite good tyres, 2 owners, heated 6120, Box 1467. (C10048)

## Sunbeam Spares and Service

**COMPLETE CAR SERVICE, Ltd.**, for personal attention to your Sunbeam—Tulse Hill 4505. (C1015)

## SUNBEAM-TALBOT

**DICKS**

**1948** Sunbeam-Talbot 16hp sports tourer, maintained by masters (1948), 1949, 6025.

**DICKS CAR SALES, Ltd.**, 365-401, High Rd., Kilburn, Maids Vale 688-9. (C1072)

**B. J. HUNTER, Ltd.**, offer—

**1949** Sunbeam-Talbot 30 saloon, one titled owner, as new.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6305. (C10240)

**LAYTONS OF OXFORD** offer—

**£925**—1950 Sunbeam-Talbot 30 sports saloon, one owner since new, done a very low mileage and finished in bronze with red leather, terms if required over 18 months.

**LAYTONS OF OXFORD (MOTORS), Ltd.**, New Rd., Oxford, Tel. 5381. (C10204)

**SAUL & SLATTER, Ltd.**, offer—

**1950** Sunbeam-Talbot 30 drop head four-seater, black, radio in exceptional condition: £625.

**44, Adernham Hill N.15 Tel. Pal. 1205. (C10092)**

**ARTHUR MULLINER, Ltd.**, offer—

**1949** (Nov.) Sunbeam-Talbot 30 saloon with sliding head, black with brown leather upholstery, outstanding in performance and a delightful motor car in every respect.

**1950** (March) Sunbeam-Talbot 30 saloon with sliding head, with bronze with red leather upholstery, fitted radio, heater and trimmings, carefully maintained and in really excellent all-round condition. It will pay you to telephone or write for our latest comprehensive price list and details of our remarkable service.

**ARTHUR MULLINER, Ltd.**, Bridge St., Northampton. A. Tel. 907. (C10019)

**WARWICK WRIGHT, Ltd.**, offer—

**1950** Sunbeam-Talbot 30 16hp saloon, black, beige leather, 10,000 miles.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C10045)

**GUY SALMON AUTOMOBILES**, offer—

**1951** Sunbeam-Talbot 30 saloon, fitted radio and heater, low mileage (subject to balance of B.M.T.A. certificate), £1,095—Portsmouth Rd., Thames Ditton, Esherbrook 5551-3-5. (C10061)

**thames 5. Pen. 5457. (C10061)**

**BROOKLANDS**—Individuality, new and used.

**1951** Sunbeam-Talbot 30 saloon; black.

**1950** Sunbeam-Talbot 30 saloon; green.

**103** New Bond St., London, W.1. Mayfair 6551-6. (C1029)

**1939** Sunbeam-Talbot drop head coupe: £395.

**PANDE MOTORS (MITCHAM), Ltd.**, 66-67, Monarch Parade, Mitcham, Tel. Mit. 3392 (C1036)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SUNBEAM-TALBOT

**1940** Sunbeam-Talbot 10 roadster, outstanding condition, any trial.  
**CARRIS MOTORS**, Ltd., Lewisham Bridge, S.E.13.  
 Lee 8505. (16721)

**RUFFELS MOTORS**, Harrow district main dealers.  
 Offer this week's special bargain:  
**£975**—Mk. II 16hp Sunbeam-Talbot 30 saloon, silver green with red upholstery, 200 extras include Radiomobile, heater, and tax, by December, specially tuned and alive 27mpg, supplied new by us 27.11.50 to its one owner and regularly serviced by us, it is one of very few 1951 models now covered expired.  
**£625**—1946 model Sunbeam-Talbot 10hp sports saloon, 1st. Reg. 4.11.47, summat finish with grey upholstery, 25,000 miles only and in really excellent condition. 31mpg, taxed for December.  
**RUFFELS MOTORS**, 185, High St., Wealdstone, Harrow 6421-2. (16492)

**1950** Sunbeam-Talbot 30 four-door drop head coupe, grey, 7,000 miles, £665.  
**METCALFE & MUNDY**, 280, Old Brompton Rd., S.W.3. Fremantle 5471. (16741)

**1950** (Nov.) Sunbeam-Talbot 30, 1.8 S. 615 engine, 15,000 miles, immaculate, £1,025.  
 Iford 0651. (16755)

**CAMDEN MOTORS**—Sunbeam-Talbot 2-litre 14hp open 4-door tourer, 1940, prototype of 1947 model, very fast, delightful to drive, £395.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports saloon, 1950, 8,000 miles, engine just decked and serviced, a really nice little car, £445.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp drop head four-door, late 1949, silver-grey, 11,000 miles, hood and leather to match, all new tyres, £445.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports saloon, 1950, fitted recommissioned engine, October, 1951, 8,000 miles only, exceptional, £475.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports saloon, 1950-8, dark green, natural hide interior, over 650 works overhaul recently, £555.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp sports saloon, 1947, in Cambridge blue, grey interior, moderate mileage, in fine condition, £595.

**CAMDEN MOTORS**—Sunbeam-Talbot 10hp drop head four-door coupe, March, 1947, one of very lucky owner since new, all new and good, £615.

**CAMDEN MOTORS**—Sunbeam-Talbot 2-litre 14hp sports saloon, October, 1949, silver grey, engine recently recommissioned, brakes retimed and new Goodyear Eagle tyres fitted, heater, etc., £695.

**CAMDEN MOTORS**—Sunbeam-Talbot 30 saloon, late 1949, in satin bronze, red leather, immaculately maintained, heater, very low mileage, £795.

**CAMDEN MOTORS**—Sunbeam-Talbot 30 saloon, 1950, green with beige leather, 15,000 miles, condition as new, H.V. radio, heater, etc., £985.

**CAMDEN MOTORS**—Sunbeam-Talbot 3-litre sports saloon, 1950, Cambridge blue, beige leather, many extras, telescopic 8.5, leather covers, special discs, etc., magnificent performance, £595.

**CAMDEN MOTORS**—Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase and purchase facilities, part exchange. Free delivery anywhere in the United Kingdom. Parts forwarded to purchasers from any part of the country. Showrooms open till 5 p.m. Monday-Saturday. (10105)

**1952** (Jan.) Sunbeam-Talbot 10hp head coupe, leatherine 11,000 miles, fitted heater (B.M.T.A. permission).—Whitley & Cleave, St. Georges Square, Richmond. (16671)

**1975** grey, loose covers excellent condition, easy terms arranged.—Clark 24, South Marine Drive, Bridlington. Tel. 2661. (16674)

**£150** deposit—'39/40 Sunbeam-Talbot 10 drop head four-door, new engine, hood, battery, tyres, etc. exchanges—Roxs Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2709. (16759)

**SUNBEAM-TALBOT 90 d/h, 1951, black-fawn leather upholstery, radio, heater, Rovers maintained, one owner, subject to completion of B.M.T.A. covenant, £1,195.**—John Gedrich, 22, Bennett's Hill, Birmingham. (16530)

**S** TALBOT 90 saloon, July 1949, 4/roof, satin, radio, just recommissioned, maroon leather, red leather, new tyres, taxed year, 25,000 miles, beautiful condition; good reason for disposal. £955 o.n.o.—21, Faraday Avenue, Sidcup. (16792)

**1951** (Sept.) Sunbeam-Talbot 90 saloon, 16hp engine, black, sliding roof, red leather, heater, twin chromium spot lamps fitted, taxed Dec. 31, 1952, one owner, 10,000 miles, B.M.T.A. covenant, brand new condition, £1,045, 6 months' guarantee.  
**McKINNON MOTORS**, Ltd., Leacham House, 5, Stratford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. (16302)

**1949** (July) Sunbeam-Talbot 80 saloon satin bronze with red leather, taxed for year, one private owner, guaranteed genuine mileage, 10,500, this car is immaculate in every detail, has been chauffeur maintained and is open to any examination. £995.—Bilton. (16792)

**1949** Sunbeam-Talbot 90 saloon, heater, one owner, car in excellent condition throughout, any examination or trial, taxed year. £895.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 531-2. (16501)

**1940** Sunbeam-Talbot 4-litre razor edge over-driven sports saloon with red convertible top, Thrupp & Maberly in exquisite condition throughout and without one faulty Birmingham either inside or out with only 15,000 miles on the speedometer; will sell reasonably or exchange for small open or drop head Rolls or similar class car; cash either way.—Stimmons, Grosvenor 2635. (16012)

## Sunbeam-Talbot Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars—320, Euston Rd., N.W.1, Euston 1212, 1216. (16156)

**R** ROOTS.  
**D** DISTRIBUTORS.

**R** REQUIRE modern low-mileage Sunbeam-Talbot cars.  
**BIRMINGHAM**—Lower Temple St. (Central 5411).

**M** ANCHESTER—129, Deansgate (Blackfairs 6677).  
**M** AIDSTONE—(Maidstone 5353).

**C** ANTERBURY—(Canterbury 5252).  
**R** OCHESTER—(Chatham 2251).

**R** WROTHAM Heath (Borough Green 4).  
**R** OOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (10111)

**R** OWLAND SMITH'S.  
**R** OWLAND SMITH'S, the Sunbeam-Talbot buyers—  
 R Hamstead High St. (Hamstead Tube). Ham. 6041. (10990)

**P** HENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. (W3044)

**XXX** Cash immediately for good Sunbeam-Talbot cars—H. C. Edwards, 200, Ch. Portland St., W.1, Lusham 0012. (W2005)

**C** AMDEN MOTORS urgently require post-war Sunbeam-Talbot 10hp and 2-litre saloons and drop head coupes, particularly and price required to be—  
**CAMDEN MOTORS**, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (W1055)

**M** ODEL 90 16hp later type, required for personal use, first-class condition, small mileage.—Northwood, 104, Shenstone Valley Rd., Quinton, Birmingham. (16632)

**C** RIPPIS of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—C. Rippis & Co., Ltd., The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46361. (16462)

**B** IRMINGHAM and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. (10089)

## Sunbeam-Talbot Spares and Service

**N** ORTH and Central London.  
**C** ATHERMOLE (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service—79-89, Pentonville Rd., N.1. Terminus 1061 7. (10365)

## TALBOT

**£235**—Talbot 21 saloon 1957, superior car, smart, fast, cheap. Dr. Steel, Brockenhurst 2268. (16654)

**1938** Talbot 10 semi sports tourer, perfect condition throughout, 2nd hand, tyres, £370, near offer.—Smith, 87, Port Vale, Hertford. (16505)

**1937** Talbot 10 saloon, carefully used, new appearance and mechanically excellent, low petrol and consumption, many extras, complete details and history on request.—Box 1427, 6252. (16525)

**A** BARGAIN—Talbot, late 1935 13.5hp, good running, order, preserved engine, bodywork good, smart appearance. £95.—Write Schneider, Gardenia, Live Lane, St. Albans. (16536)

**345**—Talbot 10 1958 sports saloon, green, sliding head, green leather, carefully used, excellent condition, terms, exchanges, (or open 9-7 week-days and Saturdays).—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (16018)

**£295**—(1) Exceptional saloon, late 1937 Talbot 10hp sports saloon in metallic bronze with fawn leather, stylish modern lines and smart streamlined bodywork, fast, economical and sound with a delightful road performance, excellent tyres, new Exide batteries.  
**CAMDEN MOTORS**, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars, live purchase, part exchange, free delivery, showrooms open till 5 p.m. Monday-Saturday. (10105)

## Talbot Cars Wanted

**R** OWLAND SMITH'S, the Talbot buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (10991)

## Talbot Spares and Service

**P** RESECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Adiscombe 2951. (10762)

**D** ISMANTLING: 3 Talbots 1936 18, 1934 21, 1933 21.—Motolympia, Welshpool. Tel. Oswestry 480. (16007)

**S** PECIALISTS in repairs to pre-war Talbots.—Bewits and Gauden, Ltd., 293, London Rd., Crofton, Twp. 2022. (16089)

**I** ARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 209, Knights Hill, London S.E.27. Olney Hill 0132. (16644)

## TRIUMPH

**C** AR MART, Ltd.  
**1950** (Nov.) Triumph Mayflower saloon, 7,000 miles, £825.  
**1949** Triumph 2000 Roadster, 17,000 miles, £795.—  
 Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. (16165)

## TRIUMPH

**L** F. WARD, Ltd.  
**1949** Triumph 2000 Roadster, green, new hood, very clean car.  
**L** F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. (16043)

**N** EWNHAMS, Ltd.  
**1950** (November) Triumph Mayflower saloon, maroon, 8,000 miles, one owner, £650.  
**N** EWNHAMS House, 235-74, Hammersmith Rd., London, W.6. Riverside 4646. (16504)

**R** F. FUGGLE, Ltd.  
**1949** Triumph 2000 Roadster, one owner, mileage 15,000 most carefully maintained, £775.  
**R** F. FUGGLE, Ltd., Bushy Heath Herts. Tel. 1615. (16201)

**P** HILIP RICHARDS, Ltd., offer:—  
**1949** Triumph 2000 saloon, moderate mileage, 4,000, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (16201)

**W** ANSTEAD MOTORS Ltd. offer:—  
**1949** Triumph Roadster, grey, grey upholstery, loose covers, one owner, radio, 20,000 miles, £745.  
**W** ANSTEAD MOTORS, Ltd., Cambridge Park, E.11, Wanstead 1000. (16402)

**G** UY SALOON AUTOMOBILES, Ltd. offer:—  
**1951** Triumph Renown, 9,000 miles (subject to balance of covenant); £1,150.  
**1950** Triumph Renown saloon, colour pale blue, with beige leather, in most immaculate condition. £1,050.—Portsmouth Rd., Thames Ditton, Esher 5551-2-3. (16401)

**T** RIUMPH Gloria sports saloon, 1935, good condition, £230.—88, King's Ave., Christchurch. (16606)

**1949** Triumph Razor Edge saloon, black, beige leather upholstery, one owner, £795.  
**M** AYFAIR CARRIAGE CO., Ltd., The Hyde, Edwinstowe Rd., N.W.9. Col. 8082. (16304)

**G** ORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, £875.  
**G** ORDON House, 575, Euston Rd., London, N.W.1. Euston 6611. (16203)

**1938** Triumph Dolomite 14hp saloon, radio, very good condition, 3 months' guarantee, £625.  
**C** & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3, Finchley 6236 (3 lines). (16161)

**1952** brand new Triumph Renown saloon de luxe, with radio, nearest £1,555.—Middlebush 56374. (16657)

**1949** (March) Triumph 2000 sal., grey, grey leather, ex. cond., 20,000 miles, 1953, £1,000.  
**T** RICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5339. (16402)

**1951** Triumph Renown, 12,000 miles—Alec's Garage, Biddulph, Stoke-on-Trent, Rd., 5174. (16764)

**1950** (Sept.) Triumph Renown saloon, black, beige leather, heater, 5,700 miles, one owner, £950.  
**W** J. BROWN, Ltd., Established over 30 years, Finchley Rd., N.W.3, Hampstead 4414. (16566)

**339** 1949 Triumph Renown saloon, 5,000 miles, every extra, £1,235.—Mansfield Autos, Ltd., Tel. Euston 257-8. (16501)

**1932** Triumph 8hp saloon, good engine and battery, insured, £60.—23, Ditchfield Rd., Hoddeston, Herts. (16617)

**£375** Triumph Dolomite 1½-litre 1959 sports 4-dr., sin., excellent appearance and mechanical order, many others.  
**B** ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 ds. Holland Park Tube). Exchanges, H.P. (16107)

**F** L. DOVE offer: 1949 Triumph Roadster, one owner, 11,000 miles, grey with grey, £795.—69, Broadway, Wimbledon, S.W.19. Liberty 5456. (10171)

**1949** Triumph Roadster, mileage 54,216, appearance almost as new, £995 or near offers, to be seen at—Julians, Ltd., 27, Kings Rd., Reading. (16602)

**1950** (Oct.) Triumph Mayflower, black, radio, heater, Rimblishers, new condition, £825.  
 Tel. Bristol 58340. Evenings 52476. (16444)

**1949** Triumph 2000 saloon, grey with grey leather, £875.—Jaffr Olding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242-4. (16300)

**N** AYLOR & ROOT.—1949 Triumph 2000 Roadster, mist green, radio, low mileage, £825, six months' guarantee.—25, East Hill, Capham Junction, S.W.11. Bait 5272. (16022)

**£945** 1951-1950 (Sept.) Triumph Renown, black, 4-dr., one owner, low mileage, absolutely as new, 8,000 miles of Harrow, 195-194, Pinner Rd., Harrow 4444. (16025)

**T** RIUMPH Renown saloon, six months old, mileage 8,000, fitted radio, overdrive, free of covenant, bargain £1,200.—Star Motors, The Slopes, Lower Henley Rd., Caversham, Reading, Tel. Reading 71856. (16408)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## VAUXHALL MISCELLANEOUS

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2, Paddington 9032 (12 lines). Vauxhall main dealers.

**1950** Vauxhall Velox, black, leather upholstery, 11,000 miles, heater, radio and low lamp fitted both in excellent condition. £795.

**1948** (January) Vauxhall 12hp, black, black and brown cloth, body condition good, mechanically sound throughout. £695.

**1947** Vauxhall 10, black, brown upholstery, recommended engine fitted recently, tyres good all round. £595.

**WAYS** a good selection of used Vauxhalls in stock; A.H.M.L. will purchase for cash all Vauxhalls cars, including latest models. (C2032)

**GRAHAM BROTHERS (MOTORS), Ltd.** main dealers 1-15 Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. (C2033)

## Vauxhall Miscellaneous Cars Wanted

**C** THE CAR MART, Ltd. wish to purchase Vauxhall cars—150, Park Lane, W.1. Grosvenor 3434. (10975)

**S** HAW & KILBURN, Ltd., Vauxhall main dealers.

**W**ILL purchase modern Vauxhall cars.

**4**6, Berkeley Sq., W.1. Grosvenor 4328. (10018)

**R**OWLAND SMITH'S the Vauxhall buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. 10994

**A**RLINGTON MOTOR Co., Ltd., main dealers will purchase post-war Vauxhall cars—Tel. Waltham Cross 2760. (10612)

**M**ODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call—Glen's Garage, Ltd., 111a, Earl's Ct., S.W.2. Pro. 5053. (10479)

**XXX** Wanted, Vauxhall 1948 14hp in exchange 1946 mid. Hillman, value £275, good condition, cash adjustment.—Manda, Ritz Katis, 6281 Canvey Isle Road.

**U**RGENTLY cash immediately—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 9032. (10699)

**B**ROADWAY MOTOR Co. want the best Vauxhalls; Owners of low-mileage post-war models and of really good pre-war cars should advise Sales Dept. at 1-15 Russell Rd., Wimbledon, S.W.19. Liberty 2434. (10622)

## Vauxhall Spares and Service

**T**RIANON.

**T**RIANON—Established over 30 years, the firm with a reputation for reliability and quality workmanship offer the undermentioned services on Vauxhall cars and vans.

**T**RIANON—Exchange engines, all Vauxhall models. Reconditioned units with adequate guarantees.

**T**RIANON—Dismantling units exchange service on all Vauxhall cars and vans.

**T**RIANON—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14, 14DX, J, 25hp and BVC JCV models, stock deliveries.

**T**RIANON—Suspension units, exchange or outright sale, immediate delivery, our reconditioned units are complete with kingpins and include shock absorbers over 3 months guarantee, available for 10, 12 and 14hp, 14X and J types.

**T**RIANON—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available, if in difficulty your enquiries invited.

**T**RIANON—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, direct from factory.

**T**RIANON Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7609-6. (10137)

**A.C.**

**C**ROYDON AUTOMOBILE COMPANY, Ltd.

**V**AUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilds Vauxhall-Bedford electrical components, dynamo, starters, distributors, etc., exchanged up to 50% manufacturers' list price radiator exchange service and all other repairs to your Vauxhall or Bedford at.

**B**EDFORD House, 290-308 London Rd., Croydon, Tel. Thornton Heath 3276 (14 lines). (10205)

**B**ROADWAY MOTOR Co.

**W**E specialize in service replacement units for Vauxhall 10 12 and 14hp, etc.

**G**EAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

**B**ROADWAY MOTOR Co., 1-15 Russell Rd., Wimbledon, S.W.19. Liberty 2434-5-6. Stores: Liberty 6368. Grams, Autopure, Wimble, London. (10635)

**S**QUIRE MOTORS, Ltd. of Henley-on-Thames for specialised Vauxhall service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 430.

**J** MOTORS—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149, Widmore Rd., Bromley, Kent. Rav 345-7. (10388)

## VETERAN CARS

**W**ELHAM Veteran Car Specialists, Surbiton Hill Rd. Surbiton. Elmbridge 1873.—Buy and sell pre-1914.

## VINTAGE CARS

**4**5.—12hp Citroen saloon, Mulliner body, overhauled and reupholstered.—Dr. Kendall, 107, Queensgate, W.1. (16645)

## VOLKSWAGEN

**C**OLBORNE GARAGE, Ltd. (the Volkswagen People).

**W**e are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares etc. Our workshops are fully equipped for all types of repairs in connection with this vehicle.

**C**OLBORNE GARAGE, Ltd. has the largest Volkswagen clientele, offer the best market for your used Volkswagen; collection and delivery from London can be arranged.

**C**OLBORNE GARAGE, Ltd. (the Volkswagen People), Ripley, Surrey. Tel. 2361. (10375)

## VOLKSWAGEN

**C**HIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars". (C1046)

## Volkswagen Cars Wanted

**C**LARKE & SIMPSON wish to purchase the best examples.—75-79, Cadogan Lane, S.W.1. Soane 4727. (W1045)

## Willys-Overland Spares and Service

**J**ACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Service department, 18 Providence Court, W.1 Mayfair 5242 (10184)

## WILLIS

**1939** Willys 16.9 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4534. (C1010)

## WOLSELEY

**E**USTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

**1951** Wolseley 6/80 saloons, 12,000 miles, metal, green, B.M.T.A. permission; also another, grey.

**L**OW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.

**E**USTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.1 (Chelsea 8181).

**C**. S. HALL, Ltd., offer:—

**1939** Wolseley 18 de luxe saloon, green, recommended engine, 10,000 miles, 27,000 miles, green with green hide upholstery, maintained in new condition, terms exchange.—G. S. Hall, Ltd., 502, King St., Hammer-smith, W.6. Ruislip 2911. (C2031)

**A**.Z. MOTORS for Wolseley bargains!

**1946** 14, £495; 1938 18, £295.—A.Z. Motors, Parkmeriton Rd., N.W.6. Mai. 4723. (C1011)

**W**ARWICK WRIGHT, Ltd., offer:—

**1950** Wolseley 6/80 saloon, grey, brown leather, recommended engine, 10,000 miles, 27,000 miles, green with green hide upholstery, maintained in new condition, terms exchange.—G. S. Hall, Ltd., 502, King St., Hammer-smith, W.6. Ruislip 2911. (C2031)

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C1046)

**C**OLBORNE GARAGE, Ltd. offer:—

**1950** Wolseley 6/80, genuine 12,000 miles; £995.—Portsmouth Rd., Thames Ditton. Esherbrook 5551-2-3. (C4001)

**1948** Wolseley 12 saloon, black/brown, exceptional condition, £779.

**P**ETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725-5670. (C1014)

**B**RAHNS of Kingston, two-seater distributors.—See spares and repairs.—102, London Rd., Kingston. Tel. 3548. (10635)

**1947** Wolseley 10 saloon, black with brown leather, moderate mileage, immaculate condition, inside and out. £575.

**1947** Wolseley 12 saloon, black, brown leather, moderate mileage, 12,000 miles, perfect, Tel. Pro. 3024 day, Riv. 4334 evenings. (C6699)

**1950** Wolseley 6/80 saloon, black, brown leather, recommended engine, 10,000 miles, 27,000 miles, green with green hide upholstery, maintained in new condition, terms exchange.—G. S. Hall, Ltd., 502, King St., Hammer-smith, W.6. Ruislip 2911. (C2031)

**1938** Wolseley 14hp saloon, black, brown leather, recommended engine, 10,000 miles, 27,000 miles, green with green hide upholstery, maintained in new condition, terms exchange.—G. S. Hall, Ltd., 502, King St., Hammer-smith, W.6. Ruislip 2911. (C2031)

**1938-9** 14hp saloon, show condition throughout, guaranteed 55mph, 23mpg; £995.—95, Monarch Parade, Mitcham, Surrey. (16750)

**1938-9** Wolseley 12, black, reconditioned engine, completely rewired, recoloured, immaculate, £450.—Leppard, 2, Madeira Walk, Reigate 4018. (16658)

**1950** (reg.) Wolseley 25hp 7-passenger limousine, 2,000 miles, green & Zonia, Ltd. 246/252, Deansgate, Manchester 3. Tel. Deansgate 3325/6. (C5028)

**1937** Wolseley 18 saloon, black/brown leather, total mileage, 26,000, £200 just spent on the chassis, coachwork excellent, thoroughly recommended. £335.

**C**LARKE & SIMPSON, 75-79, Cadogan Lane, S.W.1. Soane 4727. (C1046)

**1939** Wolseley 18 de luxe saloon, excellent condition.—Belov.

**1939** Wolseley 25 de luxe saloon, low mileage.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5548. (C1027)

**1939** 10hp saloon, recoloured, re-engined, in perfect condition throughout; £405; hire purchase available.—Paddington Green Filling Station, Pad. 6566. (16509)

**1947** Wolseley 10 saloon, condition genuinely as new throughout, very low mileage kept in any trial; £725.—Wembley Court Motors, High Rd., Wembley. Wembley 8747-8. (C4050)

**825** cns.—Wolseley 6/80, February 1950, saloon, black, brown leather, heater, twin pass. lights, one careful owner, spares worn, exceptional condition; £495.—Rowland Smith, Hamstead (Hamstead Tube). (C4018)

**645** cns.—Wolseley 14/60, 1948, de luxe saloon, moderate miles, carefully used, exceptional condition, terms, exchanges.—Rowland Smith.—Belov.

**245** cns.—Wolseley 12 de, October 1937, saloon, black, sliding head, blue leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

**FIFTY** Limousines (List posted) 1948, 25hp, black, mileage 16,000, 17,000, 18,000, 19,000, 20,000, 21,000, 22,000, 23,000, 24,000, 25,000, 26,000, 27,000, 28,000, 29,000, 30,000, 31,000, 32,000, 33,000, 34,000, 35,000, 36,000, 37,000, 38,000, 39,000, 40,000, 41,000, 42,000, 43,000, 44,000, 45,000, 46,000, 47,000, 48,000, 49,000, 50,000, 51,000, 52,000, 53,000, 54,000, 55,000, 56,000, 57,000, 58,000, 59,000, 60,000, 61,000, 62,000, 63,000, 64,000, 65,000, 66,000, 67,000, 68,000, 69,000, 70,000, 71,000, 72,000, 73,000, 74,000, 75,000, 76,000, 77,000, 78,000, 79,000, 80,000, 81,000, 82,000, 83,000, 84,000, 85,000, 86,000, 87,000, 88,000, 89,000, 90,000, 91,000, 92,000, 93,000, 94,000, 95,000, 96,000, 97,000, 98,000, 99,000, 100,000. (C1005)

## Wolseley 4/80 Cars Wanted

**C** THE CAR MART, Ltd. wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

## Wolseley 4/80 Cars Wanted

**C** THE CAR MART, Ltd. wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gros. 3434.

## Wolseley Cars Wanted

**R** S ROWLAND SMITH'S, the Wolseley buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.

**E**USTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, we are the best market for used Wolseley cars.

**E**USTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.1 (Chelsea 8181). (W4046)

**C**AMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (W1055)

**L**AKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool 1. Tel. Royal 6622. (17737)

**J**OHNS & TRUSCOTT, Ltd., are consistently good buyers of really well-kept Wolseleys.—173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

## Wolseley Spares and Service

**W**. JACOBS & SON.

**W**E specialise in spares and repairs for all models of Wolseley cars.

**W**. JACOBS & SON, Mill Garage, Chiswell Rd., South Woodford, E.18. Wanstead 9560. (10495)

**W**OLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248 High St., Barnet 3240. (10707)

**E**USTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Chelsea 8181), for Wolseley service, complete coachwork and reconditioned engines. (10277)

**B**ROCKHURST GARAGE.—Harrow agents for Wolseley sales service, reconditioned units.—Chiswick Rd. Harrow West, Middlesex Tel. Ormside 561. (10204)

**R**. HARDY & SON, 55, Marlborough High St., W.1. Wolseley 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. (10316)

## MISCELLANEOUS CARS

**R**AYMOND WAY, the hire purchases specialists.

**H**ERE are six cast-iron reasons why everybody's going to RAYMOND WAY.—

**1** 200 used cars under £400 always available.

**2** We can quote the most competitive prices obtainable because of our huge turnover.

**3** Unequaled hire purchase terms.

**4** Satisfactory exchange prices on your car 3-4 months of motor cycle.

**5** Every used machine carries our unique three months guarantee.

**6** Every machine is plainly marked with price.

**7** 6 year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 4204, connecting all branches and departments (Kilburn Park Station, Bakerloo Line 150 yards). (10629)

**A**RLINGTON MOTOR Co., Ltd.

**H**IGH RD., Waltham Cross, Herts.

**T**EL. Waltham Cross 2760.

**V**AUXHALL Velox, 1949, finished, grey, very clean.

**V**AUXHALL 14hp, 1948, finished black, reconditioned throughout.

**F**ORD Prefect, 1949, one owner.

**A** SELECTION from our comprehensive range of used cars. May we let you have further particulars?

**A**RLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. (15337)

**R**OBINS, 88, Upper Richmond Rd., Putney, always sell good cars; send for list established 28 years.

**A**LTON GARAGE.—Many cheap cars £50-£200 all available on H.P., many one-third deposit.—17-19, Brook Mews North, Craven Rd., W.2. Paddington 3952. (C1097)

**L**ARGEST stock of superior small hp cars in the Midlands at prices from £95-£450.—Midland Motor Co. Traffic St. (Island) Derby (1 minute bus station). Tel. 2549. Open week-ends. (13346)

## Miscellaneous Cars Wanted

**R** S ROWLAND SMITH'S, the car buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.

**T**EL. Hamstead 6041 (10 lines). (10975)

**I**f you wish to sell your car for cash, write, phone or call.

**G**. N.W.I. Euston 4466. (W5025)

**R**. S. CURRIE & Co., Ltd., are cash buyers of all road low mileage, small hp vehicles.—108, Westbourne Grove, Bayswater, W.2. Bayswater 6058. (W1085)

**Q**UEEN'S ROAD AUTOS urgently require all makes of cars for cash; hours 8-9, including Saturdays.—62, Queen's Rd., Peckham, S.E.15. New Cross 5824. (C4046)

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

**Miscellaneous Cars Wanted**  
**BROADWAY MOTOR CO.** want the cream of second-hand cars! Owners of low mileage up to 12hp post-war models and of really good pre-war cars should consult. Sales Dept. at 413, Riverside Rd., Wimbledon, S.W.19, Liberty 3495. (10653)  
**NAYLOR & ROOT, Ltd.** are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley. 35, East Hill, Clapham Junction, S.W.18, Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. (10567)  
**NEW and used ambulances** from £100 splendid selection.—Larson-Goodman, Ltd., 135, Cricklewood Broadway, N.W.2. (M2022)  
**MOTOR CYCLES FOR SALE**  
**S. A. COLLES, Ltd.**—England's leading motor cycle specialists offer a large selection of new models for immediate delivery, exchanges, hire purchase everything for the motor cyclist—364-366, High Rd., Leyton E.10. (10341)

**MOBILE CANTEENS, KITCHENS, ETC.**  
**SELECTION** of over 50 canteens, vehicles and trailers. See deferred payments.—View Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (M2022)  
**MOTOR HEARSES**  
**A&S** Stock highest quality Hearses (Mechanical Guarantee Certificate)—Inspection invited—Rear drive—218-2.  
**AUSTIN 1959 25hp Beamer Hearse.** £345. Also 16hp 1952 Beamer Deak, unregistered, exclusive fittings.  
**HUMBER 1952 unregistered Phase III Beamer Deak** with heavy equipment, magnificent outfit.  
**ROLLS-ROYCE Modern 25hp Deak 1952 Coachwork** also 1955 Phantom II streamlined 6-beater Coachwork also Phantom III (late 1957) 5-door 6-beater 1952 Coachwork, mileage 45,000, reasonable cost.  
**A. L. PE & SAUNDERS.** Hearse Coachwork specialists. A Fifty Limousines—ready for service. Providence Court, North Audley Street, Mayfair-2941. (M1006)  
**WOODALL NICHOLSON, Ltd.** build the best hearses in the country, second-hand quality in stock established 1846—Well Lane, Halifax. Tel. 4251. (01795)

**MOTOR HEARSES**  
**1933** Austin 20 hearse, beater type, swept tail, in good condition over 214 registered new Austin 20. £230.  
**ARTHUR JARY and SONS, Ltd.** 214-5, Northgate St., Great Yarmouth. (16611)  
**ARTHUR MULLINEUX, Ltd.** invite enquiries for the de luxe hearse caddies they are building on the new Humber Pullman, Austin Sherline and Austin 16hp chassis, deak beater, or optional type supplied.—Bridges St., Northampton. Tel. 307. (10705)  
**MOTOR CRUISERS**  
**CARIN CRUISE, Ltd.** built 5-berth, twin Vedette engines, built 1959. £1,375.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5220 15. (C1905)  
**361** cruiser, new and available for prompt delivery, "winter" screens, petrol-paraffin engines, comfortable accommodation for four, interesting design incorporating central wheelchair, Danubius, any trial, £5,500 or would consider exchange for modern Rolls or Bentley Box 572. (16434)

This section closes for press at 10.0 a.m. on Fridays

## COMMERCIAL VEHICLES

**NEWMANS, Ltd.**  
**1950** Jovett Bradford van, low mileage, grey, unlettered; £395.  
**NEWMAN HAWK, 235-7-9, Hammersmith Rd., London, W.6.** Riverside 4646. (C3324)  
**COACHCRAFT offer:**  
**£300**—1949 Morris 8 5cwt. van, very superior condition, 3 months' written guarantee, terms to suit and exchanges.  
**£40**—1949 Morris 8 5cwt. van, very superior condition, 3 months' written guarantee, terms to suit and exchanges.  
**COACHCRAFT, Elm Rd., Evesham.** Tel. 6559. (C1055)  
**ROUNABOUT GARAGES, Ltd.**  
**WE** can supply from stock new Standard Vanguard van and all manufacturers' list price.  
**ROUNABOUT GARAGES, Ltd., Western Avenue, Greenford, Middlesex.** Wux 1071-5. (C5025)  
**CUY ALFREDS & CO. offer:**  
**1950** Ford 10cwt. vans, choice of 5, small mileage, superb order.—6-7, Warren St., W.1. Euston 5066. (M1005)  
**J. BROWN, Ltd., for guaranteed Fords.**  
**1949** (Sept.) Ford 10cwt. van, cellulosed grey, 13,000 miles; £465.  
**1949** (April) Ford 8cwt. van, one owner, 7,000 miles; £395.  
**1949** (Nov.) Austin A40 van, cellulosed blue, one owner, 10,000 miles; £495.  
**W. BROWN, Ltd., established over 30 years.**  
**339** Finchley Rd., N.W.3. Hampstead 4414. (6564)  
**NEW Austin 25cwt. chassis; immediate delivery with various bodies.**  
**MESSRS. LAMBER BROS. MOTORS, Ltd.** 871-5, Fulham Rd., Fulham, S.W.6. Renown 4494-5. (6035)  
**1950** (Oct.) Austin A40 pick-up.—Ernest Sutton, Tel. Roebury 411. (M2023)  
**BRAND** new Bradford van, available from stock, list price.—Bridgewater Motor Co., Bridgewater. (10208)

**MORGANS GARAGE (HOUNSLOW), Ltd., offer:**  
**1950** Standard Vanguard van, 20,000 miles, good condition throughout; £585.  
**1948** Commer 24cwt. super capacity van, sliding door at front, very good condition, in primer; £585.  
**MORGANS GARAGE (HOUNSLOW), Ltd.** 730, London Rd., Hounslow, Tel. Hounslow 4422. (1977)  
**1949** (October) Ford 10cwt. van, reconditioned chassis, cellulosed blue, immaculate condition; £465.  
**R. DAD BROS. MOTOR CO. (LONDON), Ltd.** 56, R. Church St., Colliers Wood, S.W.19. Liberty 1004. (M3048)  
**1950** Morris Commercial 3 type 10cwt. van, mileage 4,000, one owner, in plain colour; £675.—Bevis.  
**1938** Morris 10cwt. van, reconditioned throughout, finished in any colour to choice; £265.  
**J. YNE, FRANK & WAGSTAFF, 3-5 Crouch End Hill, N.3.** Mountview 4401. (M2058)  
**1949** Morris 10cwt. van, unlettered; £400.—John Whatley, Ltd., London Rd., Bishop's Cleeve, Tel. 191-2. (C1905)  
**BRADFORD** vans for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Brompton, Regent St., Tel. 622-4. (M2054)  
**£444**—1950 model Ford 10cwt. van, spotless blue cellulose and carefully used, literally looks as new, like brand new, ready for delivery.  
**£145**—Govan van on Morris 10cwt. chassis, 12hp 4-cyl. putka wood van, absolute off at this price; best in tip-top condition, ready for hard work.  
**LAMBS OF WOOD GREEN, Finchley Showrooms.** 41, L. High Rd., Finchley, N.12. Fin. 6221. (M2052)  
**1952** Austin A40 pick-up, under 5,000 miles, B.M.T. 7, 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 115, 120, 125, 130, 135, 140, 145, 150, 155, 160, 165, 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000, 1005, 1010, 1015, 1020, 1025, 1030, 1035, 1040, 1045, 1050, 1055, 1060, 1065, 1070, 1075, 1080, 1085, 1090, 1095, 1100, 1105, 1110, 1115, 1120, 1125, 1130, 1135, 1140, 1145, 1150, 1155, 1160, 1165, 1170, 1175, 1180, 1185, 1190, 1195, 1200, 1205, 1210, 1215, 1220, 1225, 1230, 1235, 1240, 1245, 1250, 1255, 1260, 1265, 1270, 1275, 1280, 1285, 1290, 1295, 1300, 1305, 1310, 1315, 1320, 1325, 1330, 1335, 1340, 1345, 1350, 1355, 1360, 1365, 1370, 1375, 1380, 1385, 1390, 1395, 1400, 1405, 1410, 1415, 1420, 1425, 1430, 1435, 1440, 1445, 1450, 1455, 1460, 1465, 1470, 1475, 1480, 1485, 1490, 1495, 1500, 1505, 1510, 1515, 1520, 1525, 1530, 1535, 1540, 1545, 1550, 1555, 1560, 1565, 1570, 1575, 1580, 1585, 1590, 1595, 1600, 1605, 1610, 1615, 1620, 1625, 1630, 1635, 1640, 1645, 1650, 1655, 1660, 1665, 1670, 1675, 1680, 1685, 1690, 1695, 1700, 1705, 1710, 1715, 1720, 1725, 1730, 1735, 1740, 1745, 1750, 1755, 1760, 1765, 1770, 1775, 1780, 1785, 1790, 1795, 1800, 1805, 1810, 1815, 1820, 1825, 1830, 1835, 1840, 1845, 1850, 1855, 1860, 1865, 1870, 1875, 1880, 1885, 1890, 1895, 1900, 1905, 1910, 1915, 1920, 1925, 1930, 1935, 1940, 1945, 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000, 2005, 2010, 2015, 2020, 2025, 2030, 2035, 2040, 2045, 2050, 2055, 2060, 2065, 2070, 2075, 2080, 2085, 2090, 2095, 2100, 2105, 2110, 2115, 2120, 2125, 2130, 2135, 2140, 2145, 2150, 2155, 2160, 2165, 2170, 2175, 2180, 2185, 2190, 2195, 2200, 2205, 2210, 2215, 2220, 2225, 2230, 2235, 2240, 2245, 2250, 2255, 2260, 2265, 2270, 2275, 2280, 2285, 2290, 2295, 2300, 2305, 2310, 2315, 2320, 2325, 2330, 2335, 2340, 2345, 2350, 2355, 2360, 2365, 2370, 2375, 2380, 2385, 2390, 2395, 2400, 2405, 2410, 2415, 2420, 2425, 2430, 2435, 2440, 2445, 2450, 2455, 2460, 2465, 2470, 2475, 2480, 2485, 2490, 2495, 2500, 2505, 2510, 2515, 2520, 2525, 2530, 2535, 2540, 2545, 2550, 2555, 2560, 2565, 2570, 2575, 2580, 2585, 2590, 2595, 2600, 2605, 2610, 2615, 2620, 2625, 2630, 2635, 2640, 2645, 2650, 2655, 2660, 2665, 2670, 2675, 2680, 2685, 2690, 2695, 2700, 2705, 2710, 2715, 2720, 2725, 2730, 2735, 2740, 2745, 2750, 2755, 2760, 2765, 2770, 2775, 2780, 2785, 2790, 2795, 2800, 2805, 2810, 2815, 2820, 2825, 2830, 2835, 2840, 2845, 2850, 2855, 2860, 2865, 2870, 2875, 2880, 2885, 2890, 2895, 2900, 2905, 2910, 2915, 2920, 2925, 2930, 2935, 2940, 2945, 2950, 2955, 2960, 2965, 2970, 2975, 2980, 2985, 2990, 2995, 3000, 3005, 3010, 3015, 3020, 3025, 3030, 3035, 3040, 3045, 3050, 3055, 3060, 3065, 3070, 3075, 3080, 3085, 3090, 3095, 3100, 3105, 3110, 3115, 3120, 3125, 3130, 3135, 3140, 3145, 3150, 3155, 3160, 3165, 3170, 3175, 3180, 3185, 3190, 3195, 3200, 3205, 3210, 3215, 3220, 3225, 3230, 3235, 3240, 3245, 3250, 3255, 3260, 3265, 3270, 3275, 3280, 3285, 3290, 3295, 3300, 3305, 3310, 3315, 3320, 3325, 3330, 3335, 3340, 3345, 3350, 3355, 3360, 3365, 3370, 3375, 3380, 3385, 3390, 3395, 3400, 3405, 3410, 3415, 3420, 3425, 3430, 3435, 3440, 3445, 3450, 3455, 3460, 3465, 3470, 3475, 3480, 3485, 3490, 3495, 3500, 3505, 3510, 3515, 3520, 3525, 3530, 3535, 3540, 3545, 3550, 3555, 3560, 3565, 3570, 3575, 3580, 3585, 3590, 3595, 3600, 3605, 3610, 3615, 3620, 3625, 3630, 3635, 3640, 3645, 3650, 3655, 3660, 3665, 3670, 3675, 3680, 3685, 3690, 3695, 3700, 3705, 3710, 3715, 3720, 3725, 3730, 3735, 3740, 3745, 3750, 3755, 3760, 3765, 3770, 3775, 3780, 3785, 3790, 3795, 3800, 3805, 3810, 3815, 3820, 3825, 3830, 3835, 3840, 3845, 3850, 3855, 3860, 3865, 3870, 3875, 3880, 3885, 3890, 3895, 3900, 3905, 3910, 3915, 3920, 3925, 3930, 3935, 3940, 3945, 3950, 3955, 3960, 3965, 3970, 3975, 3980, 3985, 3990, 3995, 4000, 4005, 4010, 4015, 4020, 4025, 4030, 4035, 4040, 4045, 4050, 4055, 4060, 4065, 4070, 4075, 4080, 4085, 4090, 4095, 4100, 4105, 4110, 4115, 4120, 4125, 4130, 4135, 4140, 4145, 4150, 4155, 4160, 4165, 4170, 4175, 4180, 4185, 4190, 4195, 4200, 4205, 4210, 4215, 4220, 4225, 4230, 4235, 4240, 4245, 4250, 4255, 4260, 4265, 4270, 4275, 4280, 4285, 4290, 4295, 4300, 4305, 4310, 4315, 4320, 4325, 4330, 4335, 4340, 4345, 4350, 4355, 4360, 4365, 4370, 4375, 4380, 4385, 4390, 4395, 4400, 4405, 4410, 4415, 4420, 4425, 4430, 4435, 4440, 4445, 4450, 4455, 4460, 4465, 4470, 4475, 4480, 4485, 4490, 4495, 4500, 4505, 4510, 4515, 4520, 4525, 4530, 4535, 4540, 4545, 4550, 4555, 4560, 4565, 4570, 4575, 4580, 4585, 4590, 4595, 4600, 4605, 4610, 4615, 4620, 4625, 4630, 4635, 4640, 4645, 4650, 4655, 4660, 4665, 4670, 4675, 4680, 4685, 4690, 4695, 4700, 4705, 4710, 4715, 4720, 4725, 4730, 4735, 4740, 4745, 4750, 4755, 4760, 4765, 4770, 4775, 4780, 4785, 4790, 4795, 4800, 4805, 4810, 4815, 4820, 4825, 4830, 4835, 4840, 4845, 4850, 4855, 4860, 4865, 4870, 4875, 4880, 4885, 4890, 4895, 4900, 4905, 4910, 4915, 4920, 4925, 4930, 4935, 4940, 4945, 4950, 4955, 4960, 4965, 4970, 4975, 4980, 4985, 4990, 4995, 5000, 5005, 5010, 5015, 5020, 5025, 5030, 5035, 5040, 5045, 5050, 5055, 5060, 5065, 5070, 5075, 5080, 5085, 5090, 5095, 5100, 5105, 5110, 5115, 5120, 5125, 5130, 5135, 5140, 5145, 5150, 5155, 5160, 5165, 5170, 5175, 5180, 5185, 5190, 5195, 5200, 5205, 5210, 5215, 5220, 5225, 5230, 5235, 5240, 5245, 5250, 5255, 5260, 5265, 5270, 5275, 5280, 5285, 5290, 5295, 5300, 5305, 5310, 5315, 5320, 5325, 5330, 5335, 5340, 5345, 5350, 5355, 5360, 5365, 5370, 5375, 5380, 5385, 5390, 5395, 5400, 5405, 5410, 5415, 5420, 5425, 5430, 5435, 5440, 5445, 5450, 5455, 5460, 5465, 5470, 5475, 5480, 5485, 5490, 5495, 5500, 5505, 5510, 5515, 5520, 5525, 5530, 5535, 5540, 5545, 5550, 5555, 5560, 5565, 5570, 5575, 5580, 5585, 5590, 5595, 5600, 5605, 5610, 5615, 5620, 5625, 5630, 5635, 5640, 5645, 5650, 5655, 5660, 5665, 5670, 5675, 5680, 5685, 5690, 5695, 5700, 5705, 5710, 5715, 5720, 5725, 5730, 5735, 5740, 5745, 5750, 5755, 5760, 5765, 5770, 5775, 5780, 5785, 5790, 5795, 5800, 5805, 5810, 5815, 5820, 5825, 5830, 5835, 5840, 5845, 5850, 5855, 5860, 5865, 5870, 5875, 5880, 5885, 5890, 5895, 5900, 5905, 5910, 5915, 5920, 5925, 5930, 5935, 5940, 5945, 5950, 5955, 5960, 5965, 5970, 5975, 5980, 5985, 5990, 5995, 6000, 6005, 6010, 6015, 6020, 6025, 6030, 6035, 6040, 6045, 6050, 6055, 6060, 6065, 6070, 6075, 6080, 6085, 6090, 6095, 6100, 6105, 6110, 6115, 6120, 6125, 6130, 6135, 6140, 6145, 6150, 6155, 6160, 6165, 6170, 6175, 6180, 6185, 6190, 6195, 6200, 6205, 6210, 6215, 6220, 6225, 6230, 6235, 6240, 6245, 6250, 6255, 6260, 6265, 6270, 6275, 6280, 6285, 6290, 6295, 6300, 6305, 6310, 6315, 6320, 6325, 6330, 6335, 6340, 6345, 6350, 6355, 6360, 6365, 6370, 6375, 6380, 6385, 6390, 6395, 6400, 6405, 6410, 6415, 6420, 6425, 6430, 6435, 6440, 6445, 6450, 6455, 6460, 6465, 6470, 6475, 6480, 6485, 6490, 6495, 6500, 6505, 6510, 6515, 6520, 6525, 6530, 6535, 6540, 6545, 6550, 6555, 6560, 6565, 6570, 6575, 6580, 6585, 6590, 6595, 6600, 6605, 6610, 6615, 6620, 6625, 6630, 6635, 6640, 6645, 6650, 6655, 6660, 6665, 6670, 6675, 6680, 6685, 6690, 6695, 6700, 6705, 6710, 6715, 6720, 6725, 6730, 6735, 6740, 6745, 6750, 6755, 6760, 6765, 6770, 6775, 6780, 6785, 6790, 6795, 6800, 6805, 6810, 6815, 6820, 6825, 6830, 6835, 6840, 6845, 6850, 6855, 6860, 6865, 6870, 6875, 6880, 6885, 6890, 6895, 6900, 6905, 6910, 6915, 6920, 6925, 6930, 6935, 6940, 6945, 6950, 6955, 6960, 6965, 6970, 6975, 6980, 6985, 6990, 6995, 7000, 7005, 7010, 7015, 7020, 7025, 7030, 7035, 7040, 7045, 7050, 7055, 7060, 7065, 7070, 7075, 7080, 7085, 7090, 7095, 7100, 7105, 7110, 7115, 7120, 7125, 7130, 7135, 7140, 7145, 7150, 7155, 7160, 7165, 7170, 7175, 7180, 7185, 7190, 7195, 7200, 7205, 7210, 7215, 7220, 7225, 7230, 7235, 7240, 7245, 7250, 7255, 7260, 7265, 7270, 7275, 7280, 7285, 7290, 7295, 7300, 7305, 7310, 7315, 7320, 7325, 7330, 7335, 7340, 7345, 7350, 7355, 7360, 7365, 7370, 7375, 7380, 7385, 7390, 7395, 7400, 7405, 7410, 7415, 7420, 7425, 7430, 7435, 7440, 7445, 7450, 7455, 7460, 7465, 7470, 7475, 7480, 7485, 7490, 7495, 7500, 7505, 7510, 7515, 7520, 7525, 7530, 7535, 7540, 7545, 7550, 7555, 7560, 7565, 7570, 7575, 7580, 7585, 7590, 7595, 7600, 7605, 7610, 7615, 7620, 7625, 7630, 7635, 7640, 7645, 7650, 7655, 7660, 7665, 7670, 7675, 7680, 7685, 7690, 7695, 7700, 7705, 7710, 7715, 7720, 7725, 7730, 7735, 7740, 7745, 7750, 7755, 7760, 7765, 7770, 7775, 7780, 7785, 7790, 7795, 7800, 7805, 7810, 7815, 7820, 7825, 7830, 7835, 7840, 7845, 7850, 7855, 7860, 7865, 7870, 7875, 7880, 7885, 7890, 7895, 7900, 7905, 7910, 7915, 7920, 7925, 7930, 7935, 7940, 7945, 7950, 7955, 7960, 7965, 7970, 7975, 7980, 7985, 7990, 7995, 8000, 8005, 8010, 8015, 8020, 8025, 8030, 8035, 8040, 8045, 8050,

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**M**ANCHESTER, 8, Tel. Blackfriars 2302. (10506)

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885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000, 1005, 1010, 1015, 1020, 1025, 1030, 1035, 1040, 1045, 1050, 1055, 1060, 1065, 1070, 1075, 1080, 1085, 1090, 1095, 1100, 1105, 1110, 1115, 1120, 1125, 1130, 1135, 1140, 1145, 1150, 1155, 1160, 1165, 1170, 1175, 1180, 1185, 1190, 1195, 1200, 1205, 1210, 1215, 1220, 1225, 1230, 1235, 1240, 1245, 1250, 1255, 1260, 1265, 1270, 1275, 1280, 1285, 1290, 1295, 1300, 1305, 1310, 1315, 1320, 1325, 1330, 1335, 1340, 1345, 1350, 1355, 1360, 1365, 1370, 1375, 1380, 1385, 1390, 1395, 1400, 1405, 1410, 1415, 1420, 1425, 1430, 1435, 1440, 1445, 1450, 1455, 1460, 1465, 1470, 1475, 1480, 1485, 1490, 1495, 1500, 1505, 1510, 1515, 1520, 1525, 1530, 1535, 1540, 1545, 1550, 1555, 1560, 1565, 1570, 1575, 1580, 1585, 1590, 1595, 1600, 1605, 1610, 1615, 1620, 1625, 1630, 1635, 1640, 1645, 1650, 1655, 1660, 1665, 1670, 1675, 1680, 1685, 1690, 1695, 1700, 1705, 1710, 1715, 1720, 1725, 1730, 1735, 1740, 1745, 1750, 1755, 1760, 1765, 1770, 1775, 1780, 1785, 1790, 1795, 1800, 1805, 1810, 1815, 1820, 1825, 1830, 1835, 1840, 1845, 1850, 1855, 1860, 1865, 1870, 1875, 1880, 1885, 1890, 1895, 1900, 1905, 1910, 1915, 1920, 1925, 1930, 1935, 1940, 1945, 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000, 2005, 2010, 2015, 2020, 2025, 2030, 2035, 2040, 2045, 2050, 2055, 2060, 2065, 2070, 2075, 2080, 2085, 2090, 2095, 2100, 2105, 2110, 2115, 2120, 2125, 2130, 2135, 2140, 2145, 2150, 2155, 2160, 2165, 2170, 2175, 2180, 2185, 2190, 2195, 2200, 2205, 2210, 2215, 2220, 2225, 2230, 2235, 2240, 2245, 2250, 2255, 2260, 2265, 2270, 2275, 2280, 2285, 2290, 2295, 2300, 2305, 2310, 2315, 2320, 2325, 2330, 2335, 2340, 2345, 2350, 2355, 2360, 2365, 2370, 2375, 2380, 2385, 2390, 2395, 2400, 2405, 2410, 2415, 2420, 2425, 2430, 2435, 2440, 2445, 2450, 2455, 2460, 2465, 2470, 2475, 2480, 2485, 2490, 2495, 2500, 2505, 2510, 2515, 2520, 2525, 2530, 2535, 2540, 2545, 2550, 2555, 2560, 2565, 2570, 2575, 2580, 2585, 2590, 2595, 2600, 2605, 2610, 2615, 2620, 2625, 2630, 2635, 2640, 2645, 2650, 2655, 2660, 2665, 2670, 2675, 2680, 2685, 2690, 2695, 2700, 2705, 2710, 2715, 2720, 2725, 2730, 2735, 2740, 2745, 2750, 2755, 2760, 2765, 2770, 2775, 2780, 2785, 2790, 2795, 2800, 2805, 2810, 2815, 2820, 2825, 2830, 2835, 2840, 2845, 2850, 2855, 2860, 2865, 2870, 2875, 2880, 2885, 2890, 2895, 2900, 2905, 2910, 2915, 2920, 2925, 2930, 2935, 2940, 2945, 2950, 2955, 2960, 2965, 2970, 2975, 2980, 2985, 2990, 2995, 3000, 3005, 3010, 3015, 3020, 3025, 3030, 3035, 3040, 3045, 3050, 3055, 3060, 3065, 3070, 3075, 3080, 3085, 3090, 3095, 3100, 3105, 3110, 3115, 3120, 3125, 3130, 3135, 3140, 3145, 3150, 3155, 3160, 3165, 3170, 3175, 3180, 3185, 3190, 3195, 3200, 3205, 3210, 3215, 3220, 3225, 3230, 3235, 3240, 3245, 3250, 3255, 3260, 3265, 3270, 3275, 3280, 3285, 3290, 3295, 3300, 3305, 3310, 3315, 3320, 3325, 3330, 3335, 3340, 3345, 3350, 3355, 3360, 3365, 3370, 3375, 3380, 3385, 3390, 3395, 3400, 3405, 3410, 3415, 3420, 3425, 3430, 3435, 3440, 3445, 3450, 3455, 3460, 3465, 3470, 3475, 3480, 3485, 3490, 3495, 3500, 3505, 3510, 3515, 3520, 3525, 3530, 3535, 3540, 3545, 3550, 3555, 3560, 3565, 3570, 3575, 3580, 3585, 3590, 3595, 3600, 3605, 3610, 3615, 3620, 3625, 3630, 3635, 3640, 3645, 3650, 3655, 3660, 3665, 3670, 3675, 3680, 3685, 3690, 3695, 3700, 3705, 3710, 3715, 3720, 3725, 3730, 3735, 3740, 3745, 3750, 3755, 3760, 3765, 3770, 3775, 3780, 3785, 3790, 3795, 3800, 3805, 3810, 3815, 3820, 3825, 3830, 3835, 3840, 3845, 3850, 3855, 3860, 3865, 3870, 3875, 3880, 3885, 3890, 3895, 3900, 3905, 3910, 3915, 3920, 3925, 3930, 3935, 3940, 3945, 3950, 3955, 3960, 3965, 3970, 3975, 3980, 3985, 3990, 3995, 4000, 4005, 4010, 4015, 4020, 4025, 4030, 4035, 4040, 4045, 4050, 4055, 4060, 4065, 4070, 4075, 4080, 4085, 4090, 4095, 4100, 4105, 4110, 4115, 4120, 4125, 4130, 4135, 4140, 4145, 4150, 4155, 4160, 4165, 4170, 4175, 4180, 4185, 4190, 4195, 4200, 4205, 4210, 4215, 4220, 4225, 4230, 4235, 4240, 4245, 4250, 4255, 4260, 4265, 4270, 4275, 4280, 4285, 4290, 4295, 4300, 4305, 4310, 4315, 4320, 4325, 4330, 4335, 4340, 4345, 4350, 4355, 4360, 4365, 4370, 4375, 4380, 4385, 4390, 4395, 4400, 4405, 4410, 4415, 4420, 4425, 4430, 4435, 4440, 4445, 4450, 4455, 4460, 4465, 4470, 4475, 4480, 4485, 4490, 4495, 4500, 4505, 4510, 4515, 4520, 4525, 4530, 4535, 4540, 4545, 4550, 4555, 4560, 4565, 4570, 4575, 4580, 4585, 4590, 4595, 4600, 4605, 4610, 4615, 4620, 4625, 4630, 4635, 4640, 4645, 4650, 4655, 4660, 4665, 4670, 4675, 4680, 4685, 4690, 4695, 4700, 4705, 4710, 4715, 4720, 4725, 4730, 4735, 4740, 4745, 4750, 4755, 4760, 4765, 4770, 4775, 4780, 4785, 4790, 4795, 4800, 4805, 4810, 4815, 4820, 4825, 4830, 4835, 4840, 4845, 4850, 4855, 4860, 4865, 4870, 4875, 4880, 4885, 4890, 4895, 4900, 4905, 4910, 4915, 4920, 4925, 4930, 4935, 4940, 4945, 4950, 4955, 4960, 4965, 4970, 4975, 4980, 4985, 4990, 4995, 5000, 5005, 5010, 5015, 5020, 5025, 5030, 5035, 5040, 5045, 5050, 5055, 5060, 5065, 5070, 5075, 5080, 5085, 5090, 5095, 5100, 5105, 5110, 5115, 5120, 5125, 5130, 5135, 5140, 5145, 5150, 5155, 5160, 5165, 5170, 5175, 5180, 5185, 5190, 5195, 5200, 5205, 5210, 5215, 5220, 5225, 5230, 5235, 5240, 5245, 5250, 5255, 5260, 5265, 5270, 5275, 5280, 5285, 5290, 5295, 5300, 5305, 5310, 5315, 5320, 5325, 5330, 5335, 5340, 5345, 5350, 5355, 5360, 5365, 5370, 5375, 5380, 5385, 5390, 5395, 5400, 5405, 5410, 5415, 5420, 5425, 5430, 5435, 5440, 5445, 5450, 5455, 5460, 5465, 5470, 5475, 5480, 5485, 5490, 5495, 5500, 5505, 5510, 5515, 5520, 5525, 5530, 5535, 5540, 5545, 5550, 5555, 5560, 5565, 5570, 5575, 5580, 5585, 5590, 5595, 5600, 5605, 5610, 5615, 5620, 5625, 5630, 5635, 5640, 5645, 5650, 5655, 5660, 5665, 5670, 5675, 5680, 5685, 5690, 5695, 5700, 5705, 5710, 5715, 5720, 5725, 5730, 5735, 5740, 5745, 5750, 5755, 5760, 5765, 5770, 5775, 5780, 5785, 5790, 5795, 5800, 5805, 5810, 5815, 5820, 5825, 5830, 5835, 5840, 5845, 5850, 5855, 5860, 5865, 5870, 5875, 5880, 5885, 5890, 5895, 5900, 5905, 5910, 5915, 5920, 5925, 5930, 5935, 5940, 5945, 5950, 5955, 5960, 5965, 5970, 5975, 5980, 5985, 5990, 5995, 6000, 6005, 6010, 6015, 6020, 6025, 6030, 6035, 6040, 6045, 6050, 6055, 6060, 6065, 6070, 6075, 6080, 6085, 6090, 6095, 6100, 6105, 6110, 6115, 6120, 6125, 6130, 6135, 6140, 6145, 6150, 6155, 6160, 6165, 6170, 6175, 6180, 6185, 6190, 6195, 6200, 6205, 6210, 6215, 6220, 6225, 6230, 6235, 6240, 6245, 6250, 6255, 6260, 6265, 6270, 6275, 6280, 6285, 6290, 6295, 6300, 6305, 6310, 6315, 6320, 6325, 6330, 6335, 6340, 6345, 6350, 6355, 6360, 6365, 6370, 6375, 6380, 6385, 6390, 6395, 6400, 6405, 6410, 6415, 6420, 6425, 6430, 6435, 6440, 6445, 6450, 6455, 6460, 6465, 6470, 6475, 6480, 6485, 6490, 6495, 6500, 6505, 6510, 6515, 6520, 6525, 6530, 6535, 6540, 6545, 6550, 6555, 6560, 6565, 6570, 6575, 6580, 6585, 6590, 6595, 6600, 6605, 6610, 6615, 6620, 6625, 6630, 6635, 6640, 6645, 6650, 6655, 6660, 6665, 6670, 6675, 6680, 6685, 6690, 6695, 6700, 6705, 6710, 6715, 6720, 6725, 6730, 6735, 6740, 6745, 6750, 6755, 6760, 6765, 6770, 6775, 6780, 6785, 6790, 6795, 6800, 6805, 6810, 6815, 6820, 6825, 6830, 6835, 6840, 6845, 6850, 6855, 6860, 6865, 6870, 6875, 6880, 6885, 6890, 6895, 6900, 6905, 6910, 6915, 6920, 6925, 6930, 6935, 6940, 6945, 6950, 6955, 6960, 6965, 6970, 6975, 6980, 6985, 6990, 6995, 7000, 7005, 7010, 7015, 7020, 7025, 7030, 7035, 7040, 7045, 7050, 7055, 7060, 7065, 7070, 7075, 7080, 7085, 7090, 7095, 7100, 7105, 7110, 7115, 7120, 7125, 7130, 7135, 7140, 7145, 7150, 7155, 7160, 7165, 7170, 7175, 7180, 7185, 7190, 7195, 7200, 7205, 7210, 7215, 7220, 7225, 7230, 7235, 7240, 7245, 7250, 7255, 7260, 7265, 7270, 7275, 7280, 7285, 7290, 7295, 7300, 7305, 7310, 7315, 7320, 7325, 7330, 7335, 7340, 7345, 7350, 7355, 7360, 7365, 7370, 7375, 7380, 7385, 7390, 7395, 7400, 7405, 7410, 7415, 7420, 7425, 7430, 7435, 7440, 7445, 7450, 7455, 7460, 7465, 7470, 7475, 7480, 7485, 7490, 7495, 7500, 7505, 7510, 7515, 7520, 7525, 7530, 7535, 7540, 7545, 7550, 7555, 7560, 7565, 7570, 7575, 7580, 7585, 7590, 7595, 7600, 7605, 7610, 7615, 7620, 7625, 7630, 7635, 7640, 7645, 7650, 7655, 7660, 7665, 7670, 7675, 7680, 7685, 7690, 7695, 7700, 7705, 7710, 7715, 7720, 7725, 7730, 7735, 7740, 7745, 7750, 7755, 7760, 7765, 7770, 7775, 7780, 7785, 7790, 7795, 7800, 7805, 7810, 7815, 7820, 7825, 7830, 7835, 7840, 7845, 7850, 7855, 7860, 7865, 7870, 7875, 7880, 7885, 7890, 7895, 7900, 7905, 7910, 7915, 7920, 7925, 7930, 7935, 7940, 7945, 7950, 7955, 7960, 7965, 7970, 7975, 7980, 7985, 7990, 7995, 8000, 8005, 8010, 8015, 8020, 8025, 8030, 8035, 8040, 8045, 8050, 8055, 8060, 8065, 8070, 8075, 8080, 8085, 8090, 8095, 8100, 8105, 8110, 8115, 8120, 8125, 8130, 8135, 8140, 8145, 8150, 8155, 8160, 8165, 8170, 8175, 8180, 8185, 8190, 8195, 8200, 8205, 8210, 8215, 8220, 8225, 8230, 8235, 8240, 8245, 8250, 8255, 8260, 8265, 8270, 8275, 8280, 8285, 8290, 8295, 8300, 8305, 8310, 8315, 8320, 8325, 8330, 8335, 8340, 8345, 8350, 8355, 8360, 8365, 8370, 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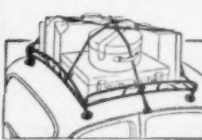
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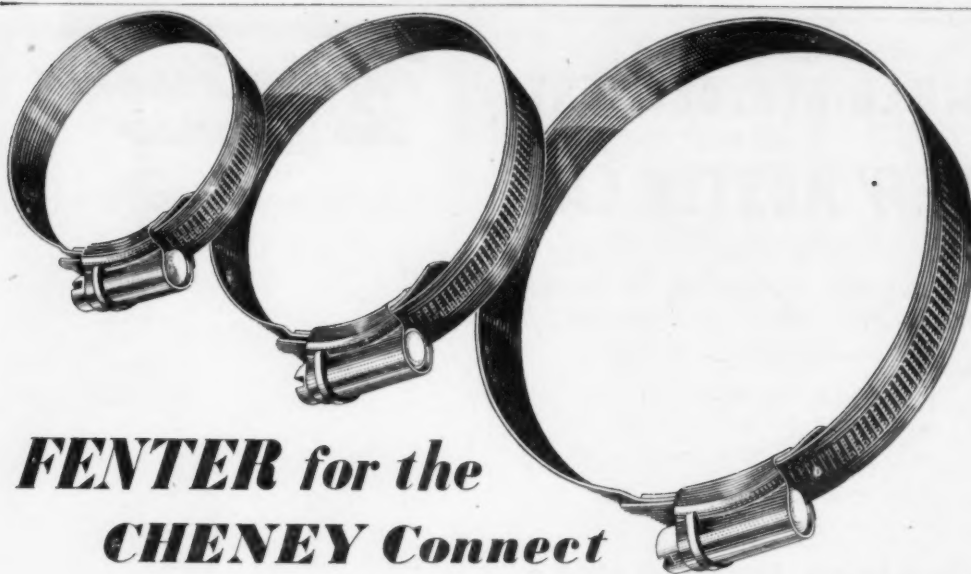
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## INDEX TO ADVERTISEMENTS

ABINGDON KING DICK, LTD. ....	39	Gondar Motors .....	79	PALADIN TRAILAVAN CO., LTD. ....	13
Aires Autos, Ltd. ....	39	Goodyear Tyre & Rubber Co. (Gt. Britain), Ltd. ....	26	Park Bros., Ltd. ....	14
A.F.N. Ltd. ....	39	Gopsill Brown Trading Co., Ltd. ....	79	Parkstone Motor Co., Ltd. ....	80
Astley, Brook, & Co., Ltd. ....	78	Gordon Tools, Ltd. ....	24	Parsons & Parsons (Garages), Ltd. ....	39
Austin in London Spares & Service ...	36, 37	Granville Chemical Co., Ltd. ....	78	Terry W. Harold, Ltd. ....	39
Automobile Electrical Spares ....	32	Gregory (Hedgeley), Ltd. ....	49	Portador, Ltd. ....	34
Automotive Part & Accessories ....	4	Gre-Solvent Co., Ltd. ....	32	Powell, R. P. (Motors), Ltd. ....	34
		Grose, James, Ltd. ....	2	Premier Motor Policies, Ltd. ....	78
		Grove Garage .....	40	Pride & Clarke, Ltd. ....	4
BATLEY, ERNEST, LTD. ....	6				
Beart's of Kingston ....	899	HEADEN, A. E. ....	78	RAWPLUG PAINT CO. ....	81
Bennett, E. ....	78	Hendon Central Garages, Ltd. ....	38	Regency Covers .....	2
Blake, J. & Co., Ltd. ....	81	Henlys, Ltd. ....	42	Regent Oil Co., Ltd. ....	28
Blanchflower (Kettering), Ltd. ....	81	Holt, Douglas (Est. 1919), Ltd. ....	7	Robin Hood Garage (Anerley), Ltd. ....	11
British Travel & Holidays Association, The ....	79	Hooper & Co. (Coachbuilders), Ltd. ....	23	Robinson, L. & Co. (Gillingham), Ltd. ....	8
Browne, Motors, Ltd., Gerry ....	40	Hartley, Fred, Ltd. ....	78	Roller H. & Co. ....	78
Browns Garage .....	40			Rolls-Royce & Bentley Sales & Service ...	20
Buckland Battery Co. ....	6	JAGUAR CARS, LTD. ....	17	Roma Industries, Ltd. ....	10
Bull, J., & Sons ...	78	Jenks Bros. ....	81	Rowland Smith (Motors), Ltd. ....	41
				Rye, Claude, Ltd. ....	78, 80
CAMDEN MOTORS LTD. ....	38	KINGS AUTOS ....	39	SCOTT, WALTER, LTD. ....	40
Carr Fastener Co., Ltd. ....	35	K.L.G. Sparking Plugs Ltd. ....	29	Shell-Mex & B.P., Ltd. ....	31
Carreras, Ltd. ....	14			Shorrock Superchargers, Ltd. ....	1
Caswell & Co. ....	73	LAMBS, LTD. ....	40	Slip Products Co., Ltd. ....	2
Clifton's Service Station, Ltd. ....	6	Lane Accessories ....	10	Solex, Ltd. ....	27
Collier & Collier, Ltd. ....	10	Laystall Engineering Co., Ltd. ....	4	South-Eastern Battery & Electrical Co. ....	34
Coolson Engineering Co., Ltd. ....	41	Lea-Francis Cars, Ltd. ....	19	Standard & Triumph Sales, Ltd. ....	34
Coombs & Sons (Guildford), Ltd. ....	38	Leicester Caravan Centre ....	12	S.U. Carburettor Co., Ltd. ....	19
Co-operative Insurance Society, Ltd. ....	30	Lodge Plugs, Ltd. ....	25	Surrey Concrete, Ltd. ....	78
Cowen Bertram ....	39	London Caravan Co., Ltd. ....	15		
DAIMLER CO., LTD. ....	16	MARCUS, EDW. LTD. ....	79	TANKARD & SMITH, LTD. ....	41
Davis, Godfrey, Ltd. ....	39	Mayfair Garages, Ltd. ....	41	Teleflex Products, Ltd. ....	11
Dumb-Bell Car & Caravan Co., Ltd. ....	12	McKinnon Motors, Ltd. ....	40	Terry Herbert & Sons, Ltd. ....	9
Dunlop Rubber Co., Ltd. ....	24	Mercham Motor Sales Organisation ...	5	Timms, Reg. (Motors), Ltd. ....	41
		Miller's Car Equipment ....	34	Trico-Folbert, Ltd. ....	4
ECULES (BIRMINGHAM), LTD. ....	79	Montrose Motors ....	33	Turf Motors of Frizinghall, Ltd. ....	39
Elite Motors (Tooting), Ltd. ....	41	Montrose Caravan Distributors ....	12	Turner, William (Kismet), Ltd. ....	15
Eso Petroleum Co., Ltd. ....	22	Morris Motors, Ltd. ....	89	Tyresoles, Ltd. ....	35
Everard & Co., Ltd. ....	78	Morris, S. & Co., Ltd. ....	32	UNITED LUBRICANTS, LTD. ....	10
		Motor Car Exchange, The ....	8	Universal Dampers, Ltd. ....	111
FAIRVILLES, LTD. ....	14	Motor Racing Co., Ltd. ....	8		
Fenter, Ltd. ....	82	NAYLOR & ROOT, LTD. ....	88	VALAY INDUSTRIES, LTD. ....	8
Ferodo, Ltd. ....	33	New Electrical Industries, Ltd. ....	78	Vandervell Products, Ltd. ....	15
Fletcher Miller, Ltd. ....	78	Newham, Ltd. ....	40	Vokes, Ltd. ....	13
		Norman C. G. & Co. ....	78		
GAMAGE, A. W., LTD. ....	32			WALKER, J. J. ....	78
Girling, Ltd. ....	11	OFFORD & SONS, LTD. ....	600	Walters & Bohson, Ltd. ....	79
Gifford Lawrence, Ltd. ....	41			Walney Motor Accessories, Ltd. ....	50
				Wembley Court Motors ....	81
				Wimot Breedon, Ltd. ....	14
				Wingard (M. A.), Ltd. ....	80

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